

# *MEND SAILS ON THE FLY* CRUISING WORLD<sup>®</sup>

AUGUST 2015

*Plus*  
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FOR NEW  
CRUISERS**

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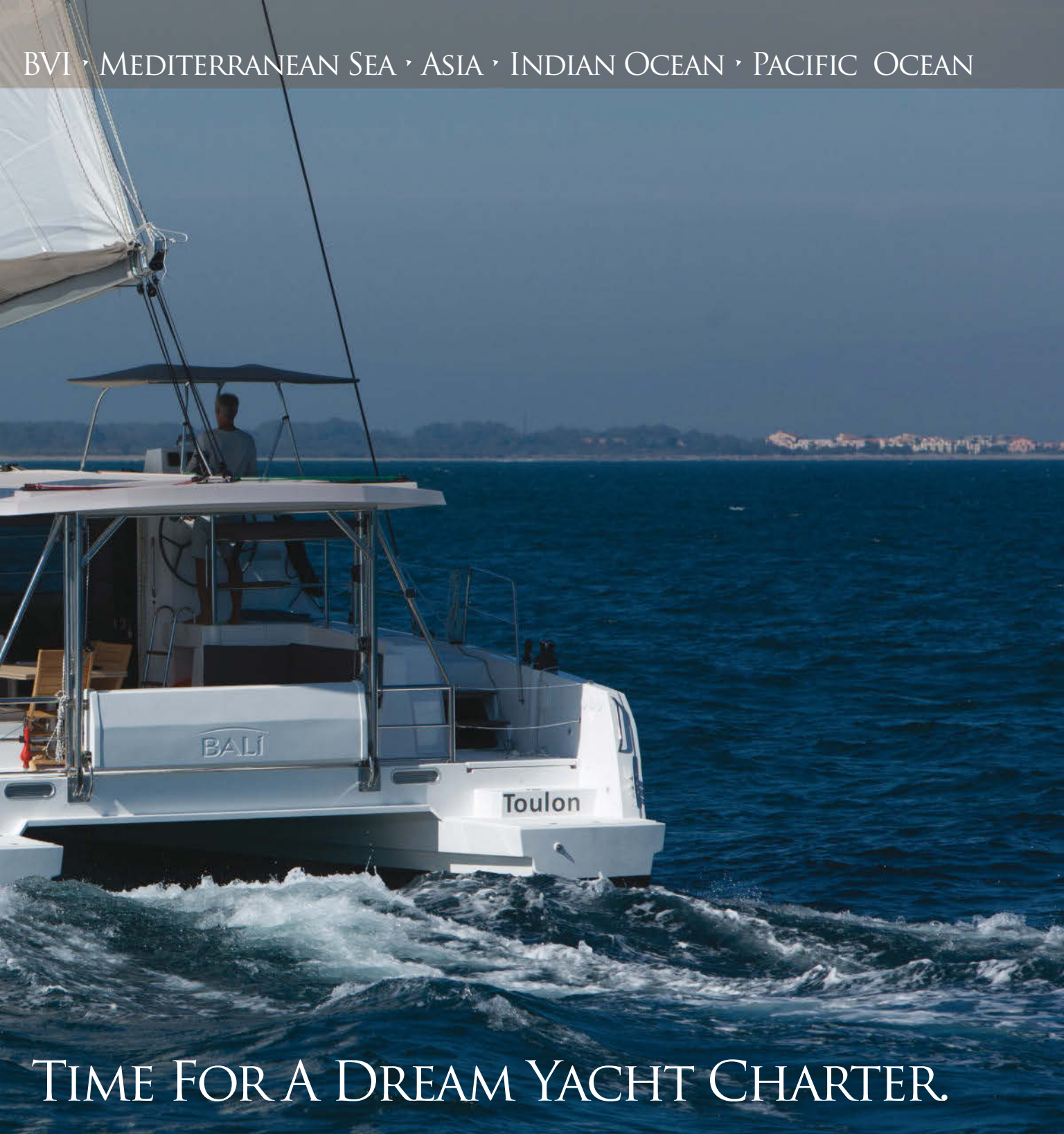
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*Story and photos by Kelly Watts*

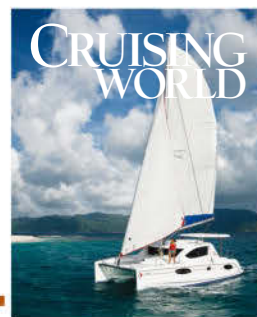
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*Story and photos by Eleanor Merrill*



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A Robertson and Caine-built Sunsail 384 catamaran, also known as a Leopard 38, gunkholes in the BVI. Photo courtesy of Sunsail/Gary Felton





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# Connecting Dots



Now, as summer unfolds, I can turn my attention to two new dots crossing the seas, and do so knowing that someone else will be steering them. Just a couple of weeks from when I write this, executive editor Herb McCormick plans to set out across the Atlantic with a boatload of mates from Maine aboard *Eleanor*, a refit Valiant 42. Actually, you can all follow his progress too, at [cruisingworld.com/1508mccormick](http://cruisingworld.com/1508mccormick). He'll be filing regular reports, which I'm pretty sure will prove enlightening as well as entertaining, given Herb's knack for sporty encounters with Mother Ocean.

I'll also be following my Nahant, Massachusetts, neighbors and friends, Corinna and Philip Kersten, aboard *Tioga*, their Alden 44. They are headed transatlantic as well, and shoved off from the town wharf one afternoon in late June. I was working, but by all accounts it was a fine send-off, one befitting a small seaside town. Just days into it and already I'm finding myself looking forward to Philip's brief daily updates and checking the tracker to see how they're doing (7.3 knots right now, up from 4 earlier in the day!).

It's a trip that's been in the planning stages for several years, and it comes on the heels of two other voyages — a round trip to Bermuda and a winter in the Caribbean — that were sailed in preparation. I say "in preparation" because not only were they shakedown cruises that helped Philip decide what boat upgrades were needed, but they were also a chance for him to train a crew, because he and his wife are taking our little village along with them, quite literally. The two-year voyage, which will take them to their native Germany, up to Scandinavia, south across Europe to the Canaries, back to the Caribbean and then home, is broken up into several legs. On each one, friends and family will join them. As of now, a couple of dozen people have signed up, and more will certainly join the fun as the remaining legs are fleshed out.

Funny thing about oceans: You think about them, dream about them, and you want to cross them, any way you can.



Mark Pillsbury

Call me kooky, but I spent the better part of the fall and all winter and spring watching a small boat-shaped icon as it "sailed" from Cape Town, South Africa, across the Indian

and Pacific oceans, around Cape Horn, up the coast to Brazil, on to Newport, Rhode Island, and then east across the Atlantic to finally (blessedly) make its last landfall in Gothenburg, Sweden, on the first day of summer.

It was my dot, *El Jackalope*, after all, and my entry in the Volvo Ocean Race Virtual Regatta. I blame my colleague Dave Reed, editor at *Sailing World*, for this. One day in late October I walked into his office, next door to mine, and caught him studying an electronic chart covered with wind arrows. He showed me the track his dot, aptly named *Sailing World*, had carved as it navigated the trade winds westward to nearly Brazil before it arced eastward to ride the Southern Ocean breeze to Cape Town.

Sure, I'll jump in on the next leg, I said

*Well-wishers line the wharf as Tioga backs away from the Nahant Dory Club float to start a two-year transatlantic circle.*

nonchalantly, not imagining for one minute the implications of what that decision might mean. In retrospect, it was like being a drunken college kid in a bar who agrees to take a free puppy from a pretty girl. What could go wrong?

Well. For the next eight months, I was chained to my laptop, cellphone and anything else with an Internet connection. "Got to check my boat," I mumbled in the midst of Thanksgiving dinner when it was time for the afternoon weather update. From dawn to dusk, I'd nervously check apparent wind. I danced with glee when I moved 5,000 boats up in the standings because I'd caught a lucky wind shift. I cringed each time I got the email alerting me that I'd run aground. In no time, my circadian rhythms included an 0200 wake-up call so I could roll over and be sure sails were set and "we" were on course.

But it's over now. After running aground one last time on the last night of spring, I started my summer by sailing *El Jackalope* over the finish line in 15,908th place. A respectable showing, if I do say so myself.



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# UNDERWAY

News and notes from  
the cruising community  
Edited by Jen Brett

# MAJESTY AND BE





The best pictures of sailboats make a bold, single statement.

As you focus in on this photograph, its rich detail makes for an interesting narrative. These three J-class boats are dueling in a brisk breeze, and are a perfect example of a gallant image that is worthy of study.

The J-class boats by themselves certainly look majestic on the sea, but take a closer look. Notice the crew on the middle boat all sitting on the side, with each crew leaning forward. It feels as if the sailors are trying to nudge the boat forward with their bodies. In contrast, the windward J boat has all its crew sitting low to reduce the windage coming over the deck. It makes the viewer wonder, Which technique is the fastest? The leading two boats have a gentle curve along the luff of their headsails. The sail trimmers, whom we do not see, are working to create the fastest shape. Once again, in contrast, the windward boat seems to have a straight leading edge. The designers provided different profiles for the middle boat and the other two. Which concept is best? The riddle will be answered when the first boat crosses the finish line. Adding to the intrigue of these sleek craft, notice there is little turbulence in the water as the boats sail to windward at well over 10 knots. Doesn't this photograph make you wish you could be aboard?

Photographer Drew Doggett has compiled a beautiful set of black-and-white images of yachts, sailors, seascapes and landfalls in his new book, *Sail: Majesty at Sea*. What's more, he is donating all the proceeds of his book (available at [drewdoggett.com/shop/sail-majesty-at-sea](http://drewdoggett.com/shop/sail-majesty-at-sea)) to the Leukemia & Lymphoma Society, a group that I have been associated with since 1993. During this time period, many thousands of sailors from across America have worked together to raise over \$50 million to support blood cancer research.

*Gary Jobson, CW Editor-at-Large*

Visit [cruisingworld.com/1508sail](http://cruisingworld.com/1508sail) for a photo gallery of select images from *Sail: Majesty at Sea*.

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DREW DOGGETT

# NEVOLENCE

# Whither Watermakers?

In the February article on watermakers (“Water, Water Everywhere”), author Emily Fagan said her watermaker was rated at 38 gallons per hour. But she proudly said the warm waters where they were operating allowed production of 60 gallons per hour at her ideal 800 psi pressure. My understanding is that operating pressure must be reduced to produce the rated gallons per hour at normal temperature; otherwise the membranes will have a very short life. My experience is with two watermaker systems — from Sea Recovery and Spectra — with total production of approximately 200,000 gallons. Both companies’ operating manuals specify adjusting the high-pressure pump to whatever pressure resulted in the designed production

rate. If you leave this information from your article uncorrected, I fear that many other cruisers could be harmed. The replacement cost of membranes is not insignificant.

Dick Barnes  
Anchorage, Alaska

**Executive editor Herb McCormick replies:** As the editor of the story, I’ll try to address Mr. Barnes’ concerns, which triggered multiple emails between author Fagan; Michael Bauza, the president of EchoTec, the manufacturer of her system; and several other parties. First off, a correction: Fagan’s model was a 900-BML-2, not a 900-PRO-2, as stated in the story.

Here’s Fagan’s initial reply: “When we asked the dealer’s technical rep about the higher production rates we were seeing in tropical waters, he said this was to be expected in warmer sea temperatures. He explained that the reason EchoTec did not advertise higher production

rates is because many of their customers sail in colder water.”

In a follow-up email, Fagan said she’d contacted the dealer who’d sold them the unit, Will Curry, from the Canadian company Hydrovane. Curry said that belt-driven watermakers tend to be robust and that there is more leeway in running them than with DC units. He explained that with belt-driven watermakers, the membranes have an inherently longer life span because much more raw water passes through them. He also said that there is a huge gray area when it comes to water production rates because it depends on many factors, including the salinity of the water and the raw-water temperature.

Finally, EchoTec president Bauza chimed in. He wrote: “The BHL series product output is underrated. We usually get user reports around 45 to 50 gph. We just feel it is good practice to surprise with higher output.”

For a more detailed and technical explanation, see McCormick’s full synopsis ([cruisingworld.com/1508water](http://cruisingworld.com/1508water)).



Caption corrected: From the tideline at our Selden Neck campsite, Art Robbins, Noah Muggleston and Bob Muggleston pause with two of our four craft, loaded up and ready for an idyllic Sunday-morning sail home.

## No, That Was Art

In your May issue, in my story “A Confederacy on the Connecticut,” I noticed a captioning error: my own. (See photo and correct caption, left.) Working from thumbnails, I incorrectly identified the man on the photo’s left side as Paul Mirto — a friend with whom I’ve camped and road-tripped and hiked and sailed for more than 25 good years. No, the real hero who paddled across to Selden Neck from Deep River bearing cold beer and charm is Art Robbins. My apologies to all.

Tim Murphy  
Portsmouth, Rhode Island

## All Steered Up

I am giddy with delight. I have upon many occasions begged for an article promoting the virtues of beef. I have even offered menu suggestions on the right beef complement for some of the dishes featured in *Cruising World*. I found a kindred soul in the article “Welcome Home Feast,” by Ellen Massey Leonard (People & Food, June 2015). I think she did an excellent job painting with words the joy of a good chunk of beef. She is in the rarefied air with Jimmy Buffett and his cheeseburger in paradise — though I am told coastal Maine is nice too. Keep up the good work.

Joseph O’Connor  
Via email



# GREEN WAKES: ZERO WASTE ANTIGUA



and merged it with an environmental philosophy. After purchasing a 36-foot Carriacou sloop, Martin created Zero Waste Antigua, an organization to engage restaurants, marinas and the government in taking notice of the plastic waste accumulating all over the island. The initial mission aimed to take the message around Antigua and spread it to surrounding islands.

**L**iving on an island in the West Indies that boasts 365 beaches (“One for every day of the year!”), Martin Dudley has it pretty good. His family came to Antigua in the late 1960s, and for the most part he’s called this place home. But aside from the tropical waters and the warm trade winds, Martin’s seen the island change substantially over the last 50 years. From English colony to fledgling country, lush mangrove forests to five-star hotels, Martin’s witnessed a country that’s undergone political and environmental disruption.

For Martin, his journey from sailor to environmental watchdog started at an early age, when he grew up in Fitches Creek, an area on the north-east side of the island where he sailed a 10-foot Mirror dinghy after school. With a big red sail and a consistent onshore breeze, his mother never worried that Martin would get into any trouble. Later, Martin would join the Thursday night races organized by the famous local cruiser Jol Byerley, who passed away just last year.

After local races came years of sailing in Antigua Race Week, before realizing that saving the marine environment was a much more serious cause than racing boats.

But it wasn’t until 2008 that Martin took his connection with sailing

Although Martin no longer has the boat, the message stayed, and the mission of Zero Waste Antigua has flourished. Armed now with a trusty ’94 Land Rover, Martin is a staple around the island, where he can be seen collecting anything and everything that can be recycled.

What’s exciting about Martin is not that he provides a much-needed service (there’s no curbside recycling in Antigua), but that he’s educating and setting an example for other sailors and locals to follow. Single-handedly, he’s creating a green economy.

Eventually, he tells me, the goal is to find another boat that can take his message to other islands. Until that time, his Land Rover is doing the job just fine.

*Tyson Bottenus, Sailors for the Sea*



*Fed up with the amount of plastic litter on Antigua, longtime sailor and resident Martin Dudley (above), founded Zero Waste Antigua to encourage recycling on the island.*



## PASSAGE NOTES

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### THE CREW OF DEL VIENTO

is busy exploring the Marquesas in French Polynesia. One of the highlights so far? The marine life. Blogger Michael Robertson shares some details from an afternoon swim:

“‘Mom, Mom! Come here, quick!’

Windy sprinted on deck. Eleanor was stripping down to her bathing suit, trying to find her mask, and pointing at the giant manta ray swimming in circles and doing somersaults right next to *Del Viento*.

‘Can I go in, can I go in, please?!’

When the second ray showed up, Windy joined Eleanor, and when a third joined the party, it was enough for Frances to ignore the jellyfish stings she’d gotten on her last two swims, and she jumped in too. For 20 minutes, the three chased after the three.”

Follow along on their Pacific adventure: [cruisingworld.com/delviento](http://cruisingworld.com/delviento).

“JUST SAY NO to brass

bus bars,” says ABYC director of educational programming Ed Sherman. “Brass is only about 25 percent as electrically conductive as copper. Check out the brass bus bar [below]. Nothing like consciously creating an inherent weak point right at the main power distribution panel.

The bottom line here? Use only copper bus bars. Preferably tinned copper bus bars. Why start out with excessive electrical resistance that gets sacrificed to corrosion over the course of the boating season?”

See more tips from Ed Sherman at [cruisingworld.com/edsboattips](http://cruisingworld.com/edsboattips).



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# PIRATE ATTACK!

If you are in Beaufort, North Carolina, in the early weeks of August, beware, my beauties! On our humble English sailboat *Folly*, visiting the beautiful town on the coast after sailing all the way from England, we found ourselves in the middle of a pirate attack!

Deafening cannon shot roared out from the schooner *Meka II* and the last remaining North Carolina skipjack, *Ada Mae*, as they approached the historic town and were in turn fired upon by a battery of cannon onshore. Clouds of blue smoke swallowed the protagonists. Anchored in Taylor Creek, we had been quietly contemplating the attractive waterfront, completely unaware that this re-enactment of a 1700s battle was to take place.

The infamous pirate attack of the town, and subsequent repelling by the civil militia, is re-enacted every year in August, with costume competitions, sea-chantey performances, fiddle-playing mermaids and historic ships. Black-beard, the renowned pirate of the Caribbean and U.S. East Coast, accidentally or deliberately grounded his flagship — there is some uncertainty over which applies — on a sandbank off Beaufort Inlet in 1718. The wreck of his vessel, *Queen Anne's Revenge*, was discovered in the 1990s and firmly identified as



The schooner *Meka II* (below) re-enacts an 18th-century battle with shots from its cannons. Aboard *Ada Mae* (above), buccaneers work the skipjack's fore deck. This year's festival takes place August 7-8.

such in 2011. Some of the artifacts from the ship are displayed in the excellent Maritime Museum in the town, opposite the Watercraft Center, where traditional wooden boats are restored and replicas created. The museum also has a wonderful maritime reading library for planning future cruising adventures.

Unscathed, we surrendered to the experience and ventured ashore to join in the fun. Swarthy cutthroats roamed the streets, and their buxom wenches swarmed the tent encampment in the historic area, where gallows awaited the captured renegades. Local people in period costume brought the era alive, and tented stalls offered pirate regalia for sale. Local businesses including art galleries; clothing, book and nautical novelty stores; and cafes and restaurants were bustling with happy patrons accompanied by children in pirate costumes excitedly exploring the streets.

Beaufort makes a very special port for cruising sailboats and motoryachts alike, traveling on the Intracoastal Waterway and departing or arriving from exotic ports in Bermuda or the Caribbean. With shrimping and fishing boats, historic craft from the Watercraft Center, and locally owned pleasure boats, the town has a bustling waterfront scene. For an enjoyable excursion back in time, or simply to enjoy the historic maritime town, we can thoroughly recommend Beaufort, give or take a cannonball or two.

Kerry Pears

KERRY PEARS





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CONFIDENT WHEN IT MATTERS



# Thomas Point: Chesapeake Bay's Most Famous Lighthouse

If there is one lighthouse that symbolizes the beauty and history of Chesapeake Bay, it is Thomas Point Shoal Light.

Located midbay about 8 miles southeast of Annapolis, Maryland, "T.P." (as locals call it) is an immensely popular waypoint for local sailors, and one of only 10 lighthouses in the nation with national landmark status.

The light marks Thomas Point Shoal, a shallow spit below the Chesapeake Bay Bridge that squeezes the deep-draft Baltimore shipping channel close to the Eastern Shore. It is currently being restored by volunteers and is open for public tours.

T.P. is the last working "screw-pile" lighthouse — a distinctive regional type of marine architecture — out of more than 40 that once graced the Chesapeake. Seven large iron pilings were literally screwed into the muddy bottom of the bay, on which was built the wooden, six-sided, three-story cottage lighthouse, about 20 feet above water. The beacon is 43 feet above mean high water, visible for 11 miles. The lighthouse also serves as an NOAA data buoy for real-time weather conditions.

Built in 1875, T.P. housed two light-tenders (on two-week shifts) until it was automated in 1986. A triangular cast-iron

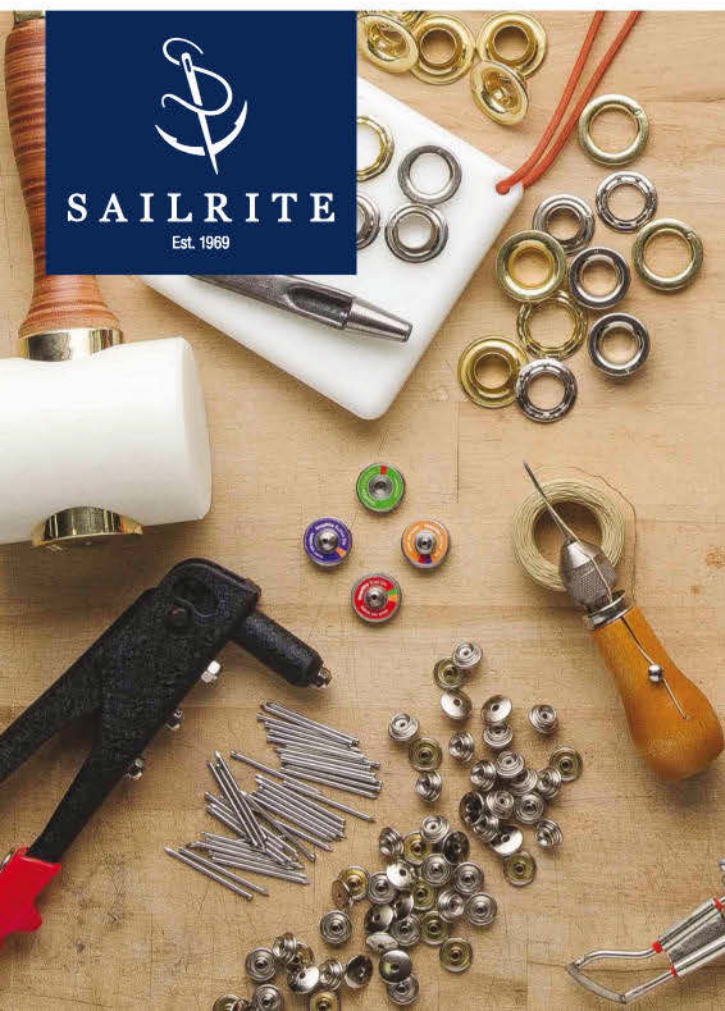


breaker and stone riprap protect the structure from ice floes in winter.

Thomas Point was taken over from the Coast Guard by the city of Annapolis in 2004. Restoration is being funded through a pub-

*With exterior work (opposite) nearly completed, the iconic Thomas Point Shoal Light (above), located on Chesapeake Bay, looks better than ever. Restoration projects are now focused on the interior.*

COURTESY OF STEPHEN BLAKELY (ABOVE AND OPPOSITE, TOP)



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## UNDERWAY



lic-private partnership managed by the Chesapeake Chapter of the U.S. Lighthouse Society. Work is about 80 percent complete, and exhibits are being added as work progresses.

For some locals who've spent most of their waterborne lives sailing past T.P., saving this beautiful landmark has become a serious mission.

"I never dreamed I would be honored to actually do preservation work there," said Hobie Statzer, work coordinator for the Light-

house Society. "I have probably been on board the lighthouse more than 75 times and still get excited when we go out to work."

*Stephen Blakely*

### If You Go:

Thomas Point tours cost \$70 per person. Three tours a day are run on alternating weekends from May to September; call first, as visits are weather-dependent. Tours leave from the Annapolis Maritime Museum in Eastport, and a passenger boat ride (18 to a tour) takes about half an hour each way; round trips last about three hours. Visitors need to be at least 12 years old, 4 feet tall, in fit condition and not wearing open-back shoes.

*S.B.*

## GOOD BOOK

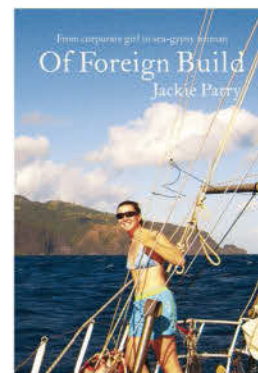
*Of Foreign Build: From Corporate Girl to Sea-Gypsy Woman* by Jackie Parry  
(2014; self-published; Kindle edition \$3.99; paperback \$18.50)

After suffering a personal loss, the author embarks on a journey both geographical and spiritual. This is a memoir of that journey and an unusual five-year circumnavigation. The British author and her Aussie husband,

Noel, departed Australia aboard *Mariah II*, their 39-foot wooden cutter-rigged sloop, and sailed westabout around the world, including an interesting route through the U.S. inland waterways, before arriving back in Oz.

It's informally written — at times a bit disorganized, but more often eloquent, moving and humorous. Like reading the willingly shared diary of an old friend, it will keep you eagerly turning pages.

*Lynda Morris Childress*



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## NOT SO KRAZY LADY

**“W**hen I was a 16-year-old exchange student in New Zealand, some guy asked me to go sailing. That was it. I was hooked,” confesses Ann Gates. “When I got back I told my mom I was getting a sailboat. ‘Sure,’ she said, disbelievingly. Then I showed up with one.”

That was 40-some years ago.

“Sailing on Lake Ontario prepared me for sailing just about anywhere,” Gates explains. “Compared to the ocean, the waves there are closer together and steeper. There’s no recovery time. A 6-footer on Ontario can be dangerous; on the ocean it’s just an easy roller. Ocean weather and wind changes are much more gradual and predictable than in the Great Lakes.”

Recently, Gates single-handed her Aloha 28, *Krazy Lady*, 3,419 miles from the Great Lakes through the Bahamas and back. “I spell *Krazy Lady* with a scripted ‘K’ because it reminds me of a woman running free with her hair flowing wildly behind her,” she says.



*Cruiser Ann Gates, at the helm of her Aloha 28, encourages women to get on a boat and go sailing.*

Gates jokes about working her way through her nine lives (like the time she parachuted and got suspended, cartoon-like, in the tall, bendy tip of a tree branch), but she’s serious about safety. An active member of Oswego Yacht Club, Gates taught a women’s “Safe Returns at Sea” class.


Thus, she’s a bit sheepish recalling when Henry, the Exuma Cays Land and Sea Park ranger, tracked her down because a panicked stateside friend and safety contact decided too much time had passed since Gates sent her last SPOT Tracker location indicator. “I’m sure she’s fine,” Henry assured Gates’ friend. “I just saw her last night at our Super Bowl party.” Still, he wended his way to her boat to make sure she let her friend know she was OK.

Wide-eyed, grinning, Gates outstretches her arms to embrace the great outdoors fully, declaring, “I love my life!”

Her advice for women interested in sailing? “Get a small boat. Get out there. Get experience.”

*Dana Greyson*


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# EIGHT BELLS: ALAN BOND



DANIEL FORSTER (LEFT), COURTESY OF THE PUBLISHER

Alan Bond, the rogue Australian entrepreneur who made yacht-racing history in 1983 when his 12-Meter, *Australia II*, won the America's Cup from the New York Yacht Club, passed away in early June from complications

*Alan Bond sailed his 12-Meter, Australia II, to America's Cup victory in 1983.*

following heart surgery. He was 77. "Bondy," as he was universally known, lived two lives, one as an international sporting hero, the other as a controversial businessman who made and lost fortunes, and ultimately spent four years in prison for his dodgy deals and transgressions. Whether you loved him or hated him — and many Aussies, over time, did both in about equal measure — Bond was a one-of-a-kind larrikin who changed the face of the America's Cup. Somewhere, he's still riding a winged keel to glory, grinning all the way.

*Herb McCormick*

## GOOD BOOK

*Cape Horn: Ahead or Behind, Forever on My Mind*  
by Jeffrey R. Hartjoy (2014; CreateSpace; \$13)

"If anyone was going to put one of my boats to the ultimate test, Jeff Hartjoy does it on this great adventure." So writes designer Bob Perry about *Sailors Run*, the 40-foot Baba ketch that the author sailed around the Horn, in so doing fulfilling a dream. The tale, which traces Hartjoy's 5,600-nautical-mile solo nonstop odyssey from Lima, Peru, to Buenos Aires, Argentina, puts the reader right in the cockpit.

*Rick Martell*



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## Roasted Beet and Goat Cheese Salad

3 large beets, roasted and peeled (see below)

Salt and pepper, to taste

Cayenne pepper, to taste

Olive oil, to drizzle

$\frac{1}{2}$  teaspoon rosemary

$\frac{1}{4}$  cup slivered almonds

Cinnamon, to taste

$\frac{1}{3}$  cup goat cheese

2 green onions, chopped

Romaine lettuce or kale

Fresh beet greens

4 tablespoons olive oil

1 tablespoon vinegar

Black pepper, to taste

Juice of 1 lime

Roast and peel beets (see instructions below). Wash and reserve greens. If using whole roasted beets, chop into bite-size pieces. Add salt, pepper and cayenne pepper. Drizzle with a bit of olive oil and a few sprigs of rosemary. Set aside. Heat oven to 350 degrees F. Place slivered almonds on a baking sheet, coat lightly with oil, sprinkle with cayenne pepper and cinnamon, and toast in oven for five to eight minutes, until a nutty aroma is present and almonds begin to lightly toast. When cool, combine with chopped beets, cheese and green onions. Finely chop some romaine lettuce and beet greens. Combine olive oil, apple cider or balsamic vinegar, and ground black pepper, then drizzle over leaves and toss. Spread greens on a serving plate. Top with beet mixture. Squeeze lime juice over beets. Garnish with lime wedges or sprigs of rosemary. Serves two.

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MEDIUM

# An Exceptional Salad

By Giselle Stone

My boyfriend, Clif, and I recently sailed south from Juneau, Alaska, to Mexico aboard our Cal 34, *Sound Discovery*. One of the joys of cruising the Sea of Cortez has been watching my boat refrigerator transform into a Mexican icebox, where bread is replaced by tortillas, and avocado, cilantro and lime wedges rule.

"Eating local" becomes second nature when cruising; our diets conform to the groceries available. Imagine my excitement when we pulled into Caleta San Juanico last spring and heard of a ranch up the road that sold produce from a new garden. José, the garden's owner, welcomes cruisers, who walk to his ranch to buy anything that looks fresh and springs from the ground. After one visit, my arms were full of more fresh vegetables than I'd seen in weeks. José also owns a small herd of goats and chickens that provide fresh goat milk and eggs daily.

For years I'd wanted to learn how to make fresh cheese, so I asked José if he'd teach me the process. He was flattered and eager to do so. For several mornings I woke early and milked 12 goats for two gallons of goat milk. On cheese-making day, I drank coffee with José while the cheese began to curdle. Clif came along and kept conversation flowing with his fluent Spanish. That afternoon, we rowed back to our boat with a newly pressed round of fresh goat cheese.

Before we left, I made this salad as a parting gift for José, using mostly ingredients from his ranch. Building relationships with the growers, passing on knowledge and skills, sharing the wealth and meeting wonderful people like José are just some of the reasons I love to "eat local"!

## HOW TO ROAST FRESH BEETS

There are two ways to roast and peel fresh beets. Warning: Beet juice stains hands, clothing and countertops, so proceed carefully!

**1. Roasted Whole** — Roasted whole beets are easy to peel and chop, but cooking time is longer. Heat oven to 400 degrees F. Remove greens at the stem end and set aside. Scrub beets thoroughly. Wrap each beet loosely in aluminum foil. Roast for 50 to 60 minutes or less, depending on size of beet. (Test for doneness every 20 minutes.) Beets are roasted when easily pierced through the foil with a fork (like

a baked potato). Slide off peels by hand when cool enough to touch.

**2. Roasted Chopped** — Fresh raw beets are sometimes difficult to peel and chop, but cooking time is faster. Heat oven to 350 degrees F. Remove greens. Set aside. Wash beets. Peel with a potato-peeler and chop into  $\frac{1}{2}$ -inch pieces. Place in a small baking dish and add salt, pepper and a few rosemary leaves. Drizzle with olive oil. Bake 25 to 30 minutes, or until the beets are tender.

Lynda Morris Childress







## Dastardly Davits

While supposedly convenient, hoisting the dinghy astern creates chafe in all the wrong places.



Cap'n Fatty  
Goodlander

In the past I never sailed with davits, because my previous vessels were too small and I was too smart for such bedevilments. On the other hand, *Ganesh*, our Wauquiez Amphitrite 43,

had davits when we purchased her, so we left them in place — although until recently, the Monitor windvane we'd installed on the stern for ocean sailing prohibited their use.

Currently, though, we're gunkholing in Malaysia, the "Land Below the Wind," as old Arab traders used to call it, and we have an infirm guest coming aboard for a two-week visit in Thailand. To ease boarding from the dinghy, we

removed the Monitor, and now unexpectedly have the "convenience" of dinghy davits (for a while at least) as a benefit.

Note the hilarity of having the words "convenience" and "davits" in the same sentence.

When I was a boy growing up aboard the schooner *Elizabeth*, davits were huge bronze or galvanized arcing arms, often located to port on vessels like ours, just forward of amidships. They pivoted both outboard and inboard, and thus assisted in bringing the longboat on deck.

Oh my, how times change. Davits are now much smaller. They have migrated aft. And they are considerably more sa-

distic. In fact, the modern definition of davits is "twin devices intended to slice and dice expensive inflatable fabric in a wide variety of creative ways."

It was my long-suffering wife, Carolyn, who first voiced a davit-related complaint when she asked dryly, "Do you want to hoist our inflatable, or just flail away at it with a machete?" She's a tad sensitive about our Caribe inflatable because, well, she is in charge of keeping it airtight, which often makes her uptight. In a sense, we have a partnership: I devise ever more interesting

*In theory, raising the dinghy up on its davits before setting sail makes perfect sense. But in practice? Well, not so much.*

ways to poke and chafe holes in our dinghy, and she is forced to find new and creative ways to patch said holes. Thus, as is her right as first mate, she rides me a bit verbally.

"The damn thing has more leaks than the White House," she's been known to whine. During one particularly sweltering day in the tropics, she concluded as she pumped it up again, "The only thing with more hot air inside is you, Fatty!"

Damn!

What I love about davits is how neat and tidy the dinghy appears after it's been hoisted into place. It seems to be napping. All is well. Until a minnow swims by, a canoe glides past or a pelican splashes within three miles. At the smallest ripple, suddenly all hell breaks loose. The dinghy awakes and is full of terror! It must escape!

The longer you try to ignore its swinging — say, three seconds — the more it builds momentum. At first it just surges; then it tugs, yanks, pulls, hauls, smashes, throws, careens, butts, strains, roars, grunts and snorts until it behaves like a paranoid, water-adverse rodeo bull on methamphetamine. There is no way to exaggerate the fury of a caged inflatable, the unstoppable kinetics of a dinghy hung from davits and attached to a gently rocking boat.

## BY THE TIME I RAN OUT OF LINE I COULDN'T EVEN SEE THE DINGHY THROUGH ALL THE TANGLED CORDAGE. STILL THE BOAT SQUIRMED EVILLY.

Yes, we sailors have discovered a perverted form of perpetual motion, much to their mortification.

Here's the good news: Hypalon fabric is extremely sun-resistant. My last inflatable lasted 10 years in the tropics (though it never saw a davit under battlefield conditions). It was nearly indestructible, as most modern dinghies are.

The bad news lies in that qualifier, "nearly." Inflatables, like Superman, have their own Kryptonite: susceptibility to chafe, especially against stainless steel. And *Ganesh's* aft deck and transom are like a stainless-steel jungle run amok.

"Don't worry," I told Carolyn breezily, after the dinghy started to shift slightly while powering out of the harbor one day. "I'll just toss a preventer on it!"

Silly me. There is no end to the "one



*With repairs and reinforcement, the Cap'n dares to trust his davits, briefly.*

more line" concept when it comes to a dinghy strung from davits. Our dinghy requires more restraints than the movie set of *Fifty Shades of Grey*. Picture the illustrated cover of an antique copy of *Gulliver's Travels*. By the time I ran out of line, I couldn't even see the dinghy through all the tangled cordage. Still the boat squirmed evilly, like in that *Alien* movie, where the creature bursts through the guy's stomach. Yech!

Each time the inflatable twitched, it chafed, and chafe equals money. A din-

as I trotted back and forth between cockpit and davits. Soon, all our cockpit winches were taken up tensioning long, taut dinghy preventers. And still the accursed beast swung back and forth like Satan in a sail bag.

"You ain't going to beat me!" I yelled at the waving dinghy as I tied a spare anchor rode to it and ran forward, put a couple wraps around the windlass gypsy and stomped on the power button.

"Ha-ha!" I laughed. "The breaking strength of this braided nylon rode is 10,500 pounds!"

We heard something expensive-sounding let go a "poof" inside the bundle of lines on the transom, and then the whole mess suddenly shrank like a popped balloon.

"Great job, skipper," Carolyn said, as she wearily hauled her five-gallon tin of contact cement on deck. "You burst a different seam this time."

"Practice makes perfect," I shot back. "I'm teaching you the skills you'll eventually need to apply for a job at Zodiac when we return to civilization."

All this dinghy wrestling takes energy, of course. That particular evening I slept like a log, right through a brief rain shower. (Well, maybe not so brief.)

"What the hell was that?" Carolyn screamed, suddenly sitting upright in our aft-cabin berth.

I had no idea. I'd never heard anything like it afloat. It sounded like a giant tree falling in the forest. Carolyn must have come to the same conclusion, because she sang out, "Timber!" just as the super-heavy water-filled dinghy tore the davits from our balsa-



core deck, and the inflatable, outboard, gas tank, oars, davits, PFDs and about 1,200 feet of cordage flashed downward past the portlights and hit the water like the *Titanic* on launch day.

"Convenient davits, eh?" Carolyn called out as we (and our bunk) were both splashed by the wake coming through an open port.

"Ah, what's a gallon or two of West System epoxy between friends?" I laughed gaily.

Needless to say, we wouldn't make the same mistake twice. No sirree! The next time it started to rain, Carolyn immediately rushed on deck and jumped into the dinghy to remove its drain plug.

Oops! "Timber times two!" I called out, just to get even with her. Perhaps the slow-cure epoxy resin hadn't fully kicked in since our recent repair? At least this time Carolyn was already in the awash dinghy to begin the cleanup.

"I think I'm bleeding!" she yelled into the aft cabin port as I fumbled for my pareo in the dark.

"Don't worry, honey!" I called back. "Both davits are fine. They made a soft landing!"

Yes, it is hard to teach an old dog new tricks. But, hey, I'm a pretty clever guy. Later, returning to port, I knew better than to attempt a tricky docking maneuver with our dinghy in the davits. Instead, I hastily lowered it and moved it alongside before getting anywhere near that fuel dock. Alas, I forgot to secure the long, swaying lines used to hoist it from the water — the lines that just managed to snag the only protruding plank.

"Thwang!"

At least it was only the port davit we lost overboard.

"Do you think we should reattach it with Velcro this time?" asked Carolyn, scratching her head. "I mean, our davits are spending so much time in the water, they should have PADI certifications."

"Well," I surmised as the startled dock jockeys came running, "certainly painting them with anti-fouling would make sense."

Yes, every new system on a boat requires a small period of adjustment. Our dinghy davits are no exception. It's all part of the game, right? A few repairs ain't so bad. I mean, I try to look on the bright side, and so does Carolyn.

"Hey, Fatty!" she called out to me. "I think we're beginning to win. The more patches I slap on, the more chafe-resistant our dinghy becomes. I think if reincarnation is true, our inflatable has a shot!"

Damn, it's wonderful being married to an optimist.

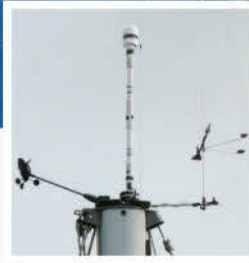
"Want to hoist out the dinghy for the

evening?" I asked.

"Or repeatedly hit ourselves in the head with our winch handles?" she replied.

"Your choice. Same-same!" we sang out in unison.

*Fatty and Carolyn are currently patching their dinghy somewhere in the Andaman Sea.*



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# Celestial Odyssey

*A passion for celestial navigation led offshore sailor Mark Gabrielson to a maritime history discovery.*

By Elaine Lembo

**T**he last few years have been hectic ones for retired business executive and offshore sailor Mark Gabrielson, though his good-natured, ever-curious demeanor belies it.

In 2011, not only had he embarked upon earning a master's degree in maritime history through the Harvard University Extension School, but he'd also begun research on a book he wanted to write about the local legends of Deer Island, Maine — the brawny 19th-century crews who successfully defended the America's Cup in 1895 and 1899.

And there's something else: Skipper Gabrielson was preparing *Lyra*, his 1976 Hinckley Sou'wester 50 yawl, to compete in that year's Marion-Bermuda Cruising Yacht Race in the celestial navigation class.

The traditional, complex form of navigation had long ago taken hold of and fascinated Gabrielson, to the point that he had a comfortable working knowledge of it and enjoyed using it whenever he could.

For the race, Gabrielson enlisted friend and talented celestial navigator Steve Bussolari from the Massachusetts Institute of Technology, while he focused on prepping the boat and crew. *Lyra* didn't take the top spot in her class, but a good time was had by all.

Meanwhile, Gabrielson's book project and academic research accelerated. He sought out and was granted a tutorial with John Hattendorf, the nation's leading maritime historian, to continue his master's degree work at the U.S. Naval War College Museum in Newport, Rhode Island.

Yet despite these demands, and with salt still running persistently in his veins, Gabrielson and his crew decided



At the War College Museum in Newport, R.I., Mark Gabrielson shows the electronic display of the navigation workbook (above) that he discovered in the museum's archives.

to enter in the celestial class again for the 2013 running of Marion-Bermuda. *Lyra's* crew, the same bunch who'd assembled in 2011, did much better, winning the Kingman trophy for the best combined corrected time for a yacht club team — after the commodore of the Beverly Yacht Club realized

## THE MATERIAL IN THE WORKBOOK TURNED OUT TO BE THE SOLE PROOF THAT BRITISH PRISONERS OF WAR IN FRANCE WERE TRAINED IN NAVIGATION.

his team won the award in error, and insisted the trophy be reallocated to *Lyra* and her Blue Water Sailing Club teammates.

Fast-forward to the summer and fall of 2014, when Gabrielson's devotion to celestial navigation and knack for

digging up historical facts took yet another serendipitous turn — just as the ink was drying on his *Deer Isle's Undefeated America's Cup Crews: Humble Heroes from a Downeast Island*.

One day, while Gabrielson and Hattendorf were rummaging through the dusty archives of the War College Museum, they pulled open a neglected drawer.

In it lay a workbook with ornate calligraphy, dated 1807. The discovery of William Carter's *Navigation Book, Givet Prison, France*, was a real breakthrough for Gabrielson in his master's research. "When I opened that book, it was a holy-cow moment," he said. "I literally could not sleep that night."

According to Gabrielson and Hattendorf, the material in the workbook — real-life celestial navigation problems and their mathematical solutions — turned out to be the sole proof that British prisoners of war like Carter, stuck for years in a dark and damp prison in Napoleon's France, were





*Handy with a sextant, Gabrielson has competed in the celestial class of the Marion-Bermuda race. His love of this traditional form of navigation and maritime history inspired him to write about the 19th-century sailors from Maine who successfully defended the America's Cup twice.*

trained in navigation to a level that in their homeland was almost exclusively reserved for the British aristocracy.

After further research, review and refinement, the book, whose journey to the archives remains a mystery, was put on permanent display as a digital exhibit at the War College Museum. "Had there been no Napoleonic War, or if they hadn't suffered capture, these British sailors would never have received the valuable education they did through the POW school in France," Gabrielson says.

Aside from the significance of the find and what it underscores about British command of high-seas trade in the 19th century, it resurrects a newfound appreciation for the sophisticated understanding of navigation that seamen of that age and earlier possessed and routinely exercised.

"The William Carter journal is, indeed, an inspiration to anyone who has attempted, or even feels they

have mastered, celestial navigation," Gabrielson says. "Most of us now use computer software to reduce our sights onto a plotting sheet. The more 'traditional' of us still use the *Nautical Almanac* and *Sight Reduction Tables for Marine Navigation*, where most of the mathematics behind sight reduction is worked out in tabular form. Carter did all of the math himself. His approach required that he have a strong background in trigonometry. He probably learned trigonometry in the prison school, and then went on to apply it in his navigation problems. That deeply impressed me, and will anyone else who looks at the journal. He was a pure celestial navigation problem-solver — no shortcuts."

Indeed, spanning centuries and oceans of distance, there's little doubt that the persistent, tenacious qualities of both sailors somehow put one on a course to discover and shine a light on the other.

*Elaine Lembo is a CW editor-at-large.*

**Editor's note:** While Lyra didn't participate in the June 2015 Marion-Bermuda Race, Mark Gabrielson, a trustee of the event, accompanied the fleet and handled communications and safety. In his downtime, he assists Harvard physics professor John Huth in teaching *Primitive Navigation*, a course about navigation methods used before GPS and iPhones. For more details, go to the university website ([www.registrar.fas.harvard.edu/courses-exams/course-catalog/science-physical-universe-26-primitive-navigation](http://www.registrar.fas.harvard.edu/courses-exams/course-catalog/science-physical-universe-26-primitive-navigation)).

## WEB EXTRA

View the William Carter workbook exhibit online in the digital collection of the Naval Historical Collection of the U.S. Naval War College ([usnwcarchive.org/items/show/1113](http://usnwcarchive.org/items/show/1113)).



## Sage Advice for First-Year Cruisers

An experienced sailor offers words of wisdom to ponder as you untie the dock lines and go.  
By Tammy Kennon

**C**ongratulations! You have conquered one of the strongest forces on earth: the iron grip of the land.

Your first cruising season will come with an array of adjectives: exhilarating, exhausting, energizing, confusing, exquisite, terrifying and life-altering, but it will also leave you with a mental scrapbook so beautiful and intense, your imagination will seem lackluster by comparison.

By now you've read it all; you're jacked up, topped off and tanked up with anchoring tips, navigation principles

and entire volumes of sailing advice, but take a deep breath and read this one last thing. My hope is that these hard-earned lessons will help ease the transition into your extraordinary new world.

Fair winds to you, and send me a postcard.

Trust yourself. **You have great instincts.** They've just been buried under a heavy coating of civilization, a little self-doubt and years of neglect. Learn to listen to your own body, that small, wise voice in your head, the telling feeling in your gut. Nobody, no matter how expe-

rienced, is wiser than your own instinct. If it doesn't feel right, don't do it. Just wave as the other boats leave, pour a cup of coffee and enjoy your day.

**Listen respectfully.** You will get an overwhelming amount of advice from armchair sailors, from blog readers, from landlubbers and from seasoned sailors, a lot of it welcome and most of it well-meaning. Be respectful, pay attention and take it all in. Then go below, shut it all out and make your own decisions. Learning to be a good listener will serve you well in all aspects of cruising.





Learning to make good decisions will save your life.

Pay attention. Retrospect will always tell you there were signs that something was about to go wrong. **Be on guard** when somebody says, “That’s strange,” like when the engine makes an unusual noise, or when the boat ahead of you going out the inlet is being tossed around like a child’s toy. Don’t hesitate to hesitate. If possible, slow down, turn around, question, regroup. Pay attention, process the information you have and then act on it.

Be open. You are going to meet hundreds of kindred spirits, more than you imagine, and many will become lifelong friends. **Engage with people.** Ask fellow cruisers about their lives, their families, their boats, their stories. Work on telling your own story, because you’ll be called upon to tell it over and over and over. (You’ll be so happy the next time you see an old friend who already

knows your history.)

Reach out. Talk to the locals at every port, including the ports in your own country. The friendly sailing community can distract from the real reason you are out sailing: to experience other parts of the world, the people, the culture and the places. It’s not always easy to make an arc from the water to land, but with good intentions, a little practice and a kind heart, you can **leave a trail of friends** in your wake.

Ask questions. Know what you don’t know — and it will be a lot. The sailing community is not judgmental or critical. On the contrary, it will embrace you and offer advice, encouragement and a helping hand. We’re all in this together. Your fellow sailors will not only warm your heart and entertain you; they will be your best resource. **Don’t be afraid to ask**, in person or on the radio, and watch the dinghies come zooming.

One of the hardest lessons in break-

*“Honey, I think something’s caught on the rudder” (opposite). Buddy boaters have the best seats in the house for the Georgetown Family Island Regatta (left). Sailboats flock to Miami, waiting for a weather window to cross the Gulf Stream (below, left).*

ing away from land is this: no more being all *goal-oriented* and *get there, get there!* You’re already there. **Now is the time to slow down** and drink it all in. If you allow it, cruising will teach you to live completely in the moment. It offers you the freedom to stay where you are until it’s not fun anymore, then meander to the next spot, sometimes only 5 miles away.

Go alone. **Make your own decisions**, even when you don’t feel confident, because that’s the only way to learn. Some will want to lead and others follow, but don’t let anybody’s plans or decisions interfere with your own. This will be incredibly difficult your first season, but every boat and crew has unique strengths, limitations and comfort zones. Meet up with friends at the next stop, but make your own choices and movements.

**Embrace everything.** Cruising isn’t going to be fun all the time. That pristine anchorage with turquoise water off a deserted island comes with a price. You are going to have moments when you hate your life choices, your boat, the ocean. You’ll abhor the wind, the waves, the swell, your spouse, yourself, and sometimes you’ll detest them all at once. It’s OK. It happens to everyone. It will pass — and make a great story.

**Savor it.** You’ll never have another first year of cruising, where everything is crackling with newness, where you learn something every waking moment (damn it!), where nature electrifies you with its beauty and its power, where you are overprepared, overstimulated, overwhelmed and overjoyed.

You have done an amazing thing. You had a dream, and you made it happen. You are the elite — when you leave the dock the first day, when you sail into your first foreign port, when you raise that brand-new Q flag and even when you’re yakking over the rail. You are awesome. Enjoy every single second of it.

Every single second.

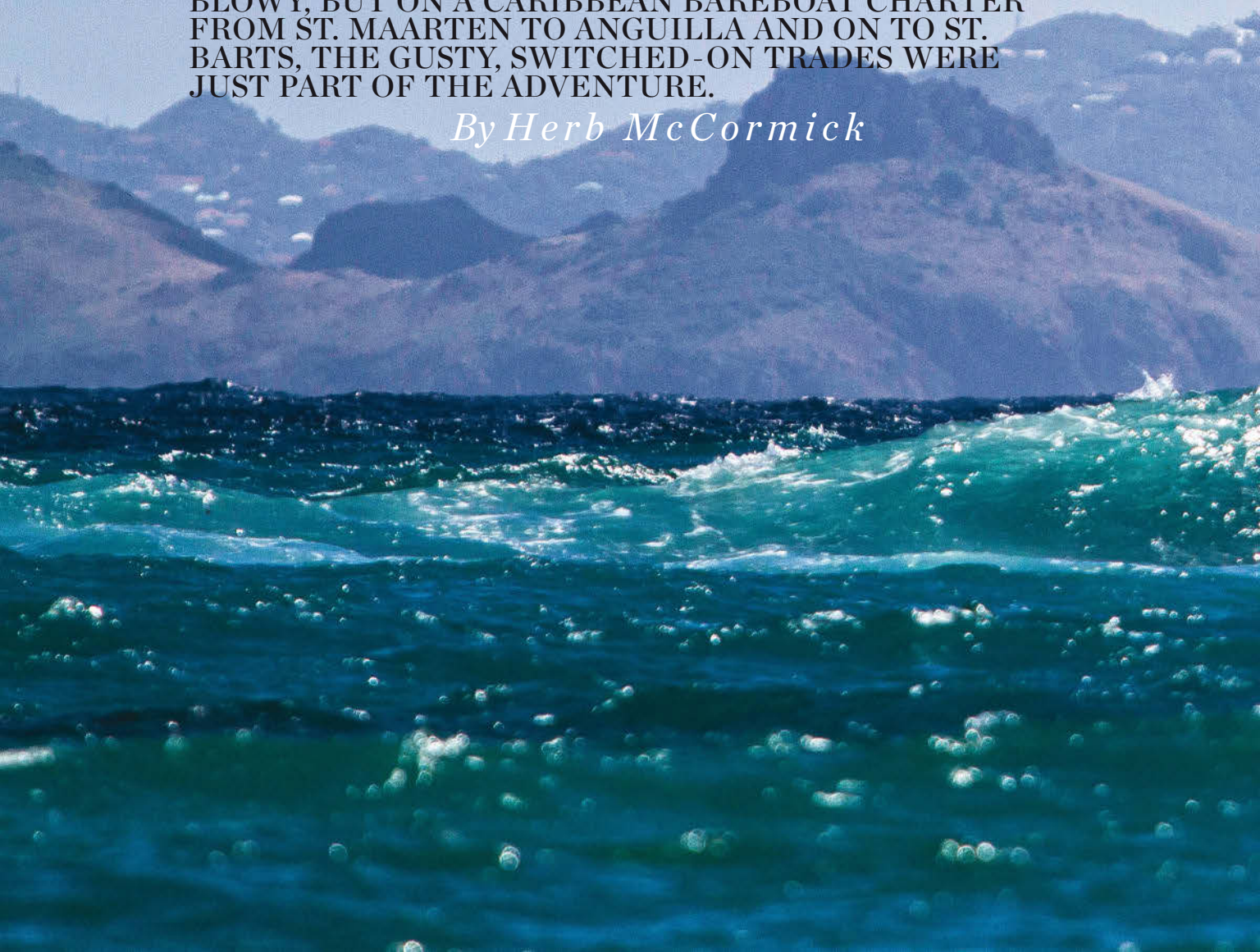
*Tammy Kennon is a writer, sailor and traveler, now enjoying the bounty of the land with her husband in California’s Napa Valley. Follow her on Twitter @TammyKennon.*



# “IT IS WINDY, NO?”

OH YES, AS ONE ISLANDER NOTED, IT WAS DEFINITELY BLOWY, BUT ON A CARIBBEAN BAREBOAT CHARTER FROM ST. MAARTEN TO ANGUILLA AND ON TO ST. BARTS, THE GUSTY, SWITCHED-ON TRADES WERE JUST PART OF THE ADVENTURE.

*By Herb McCormick*







*With St. Maarten in the distance, another bareboat slides past ominous Blowing Rock in the Anguilla Channel, off the southwestern tip of the island of the same name. Little did we know, our charter would take place during one of the winter's windier weeks.*

BOB GRUBBS





Nearly every New Englander who sets forth for sunny climes in the dead of winter has an obligatory Terrible Travel Tale (TTT), and here's mine. It was 4 in the morning on Sunday, March 8 at Boston's Logan Airport in the terminal for the airline known derisively — and deservedly — as “U.S. Scareways.” Spring break had started the day before, so roughly 4 zillion college kids in something resembling riot mode were trying to escape what was literally the worst local winter in recorded history. As daylight saving time had commenced two hours earlier, springing the clocks forward, nearly everybody was functioning on the dangerous combo platter of a long night in the bars, zero sleep and max caffeine. And infinitely wise U.S. Scareways, naturally, had maybe four people on duty, one of whom was wandering through the multitudes trying to induce order from chaos.

Sadly, he was laboring under a serious wardrobe malfunction, which I tried to point out as gingerly, if directly, as possible. “Mate,” I said, “your fly is down.” With a quick,

silent nod and a stealthy, quicker zip, he was gone. But the karma gods, thankfully, had noticed.

For when 30 minutes of going nowhere fast morphed into more than an hour, and it started to become terrifyingly clear that the odds on making my gate were getting long, suddenly my sartorially challenged acquaintance appeared behind a ticket counter and gave me a subtle high sign.

I weaseled my way around a pack of catatonic dudes mesmerized by smartphones, with the collective aroma of a half-empty bottle of stale Bud Light, all wearing Hawaiian shirts, cargo shorts and flip-flops (it was 12 degrees outside). Before I knew it, magically, I was boarding my flight to St. Maarten with, oh, eight minutes to spare. It appeared I would catch up with my girlfriend, Annie Lannigan, and her family for a bareboat cruise in the Leeward Islands after all.

So my TTT actually had a QHE (quite happy ending). And there's a lesson there, fellow sailors and travelers. When flying, if you see a man flying low, go ahead and state the obvious. You just may be rewarded.

## CHARTERING THE LEEWARD ISLANDS

There are several bareboat operations based in St. Maarten that can get you into the trade winds and off to the islands, and a couple of good cruising guides to help plan your trip. Here they are:

**Bareboat Charter Companies:** Dream Yacht Charter ([dreamyachtcharter.com](http://dreamyachtcharter.com)); Horizon Yacht Charters ([horizonyachtcharters.com](http://horizonyachtcharters.com)); The Moorings ([moorings.com](http://moorings.com)); Sun-sail ([sunsail.com](http://sunsail.com)).

**Cruising Guides:** *Cruising Guide to the Leeward Islands, 2014-2015* by Chris Doyle (2014; Cruising Guide Publications; \$34.95). Doyle's established guide covers the chain from Anguilla to Dominica,

and is chock-full of maps and sketch charts, aerial photos, shoreside information and much more.

*The Leeward Islands, 2nd Edition* by Stephen J. Pavlidis (2014; Seaworthy

Publications, \$59.95). Pavlidis is another longtime Caribbean author and cruiser, and his book also covers all the bases, and includes GPS waypoints, dive sites, history and more.

H.M.





*Once anchored in Road Bay on the north shore of Anguilla, there was lots to do and see, including this pretty little cruising boat short-tacking through the anchorage (left). There are plenty of world-class beaches in Anguilla, and even the one fronting Road Bay is pretty good (middle). On the breezy sail to St. Barts, Rhode Island waterman Jay Teeden (right) proved to be a skillful helmsman.*

Several hours later, my jet banked hard for the famous runway into St. Maarten's Princess Juliana International Airport — revelers on Sunset Beach can practically reach up and touch the plane's landing gear — and the view of the yachts finishing the last race of the island's annual Heineken Regatta was exquisite. After the slush and snow of Beantown, and the dank, dark winter, the sight of countless white sails casting shadows over wavy turquoise water was a visual treat.

Annie had arrived on a different flight a half-hour earlier, and together we grabbed a cab for the quick ride from the Dutch side of the isle to the Dream Yacht Charter base on the French side in Marigot. This was once a long, boring drive through bumper-to-bumper traffic in Philipsburg, but now takes minutes flat thanks to a new bridge that spans the Simpson Bay Lagoon. After checking in and stashing our gear, we found a nice seaside cafe, ordered drinks and waited for the rest of our crew to arrive: Annie's brother Bobby and his wife, Christine; daughter Meagan and her fiancé, Jay; and niece Julia and her boyfriend, Chris.

Once everyone was assembled, we walked downtown

from Marina Port La Royale and had dinner at a delightful open-air seafood place. Marigot was blissfully, strangely quiet, as almost everyone in St. Maarten had ventured to Philipsburg for the regatta's final, massive prize-giving blowout and concert.

We were in the islands. It was warm and mellow. Winter was someone else's problem.

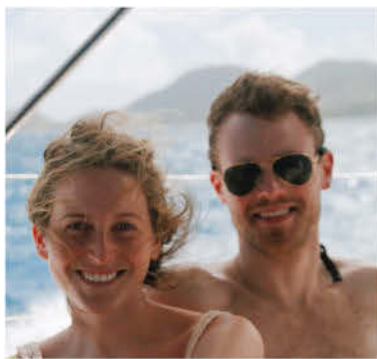
Yay.

We also had places to go and things to see. The next morning we fanned out and got to it.

Bobby gathered most of the gang and headed for the convenient supermarket within walking distance of Dream's base, and seeing we were now more or less in France Lite, they returned with a veritable bounty of fresh baguettes and lots of cheap, delicious French wine and cheeses, among other delicacies. We had several good cooks aboard, and clearly they'd have plenty to work with.

Meanwhile, Annie and I got familiar with our ride for the week, a Jeanneau Sun Odyssey 509 called *Fermi*, which we could only surmise was named after Enrico Fermi, the late Italian physicist. Fermi's famous "paradox" is the seeming contradiction between "the high probability that extrater-

**I WEASELED MY WAY AROUND A PACK OF CATA-TONIC DUDES WEARING HAWAIIAN SHIRTS, CARGO SHORTS AND FLIP-FLOPS. IT WAS 12 DEGREES OUTSIDE.**



*There were plenty of great cooks aboard the good ship Fermi, including Bobby Boyaval (bottom right) and his wife, Christine (top left). Skipper Annie Lannigan, pictured with daughter Meagan (bottom left), assembled the crew for our charter adventure. Julia Boyaval, with boyfriend Chris Halliday (top right), rounded out the team. Once in St. Barts, we dropped the hook off the town of Gustavia in company with dozens of other like-minded sailors (right).*

restrial civilizations exist and the lack of contact with such civilizations." Coincidentally, I too have a personal, contradictory paradox: I sail over waters where many fish definitely exist, but lack the ability to catch them. Yes, the universe abounds with mystery. Yet I digress.

Besides, in the moment, we had other, more pressing earthly concerns: The easterly trade winds were honking, blowing the proverbial dogs off their chains. And bigger breeze was forecast. As we sat down for our chart briefing, the base manager, an affable Frenchman named Christian, glanced out his office window at the flapping awnings and slapping halyards, and said, "It is windy, no?" And it was supposed to get windier, he added, with sustained gusts well over 30 knots forecast for the middle of the week.

But Christian was a smart sailor, and when he heard our proposed itinerary, which included the islands of Anguilla, St. Barts and tiny, uninhabited Île Fourche, he proposed a clockwise circuit of all three that

would give us a favorable slant on the trades with power reaches to each destination, including the final leg back to St. Maarten.

Then, basically, he told us to get lost. "The last bridge opening into Marigot Bay is at 2:30," he said, glancing at his watch. "You don't want to miss it."

Precisely on time, in the company of a small armada exiting the lagoon, *Fermi* coasted through the swing bridge to Marigot Bay and into clear, open water. The abrupt change of scenery, from the busy concrete quay to the bright, breezy Caribbean, felt like the moment in *The Wizard of Oz* when the movie screen switches from black-and-white to Technicolor. Christian had suggested we make a dash for customs, clear out of St. Maarten and rocket right over to low-lying Anguilla, but instead we dropped the hook, had a refreshing swim, mixed some cocktails and decided to stay precisely where we were for the evening.

Ah. Sip. Exhale. Smile. Repeat.

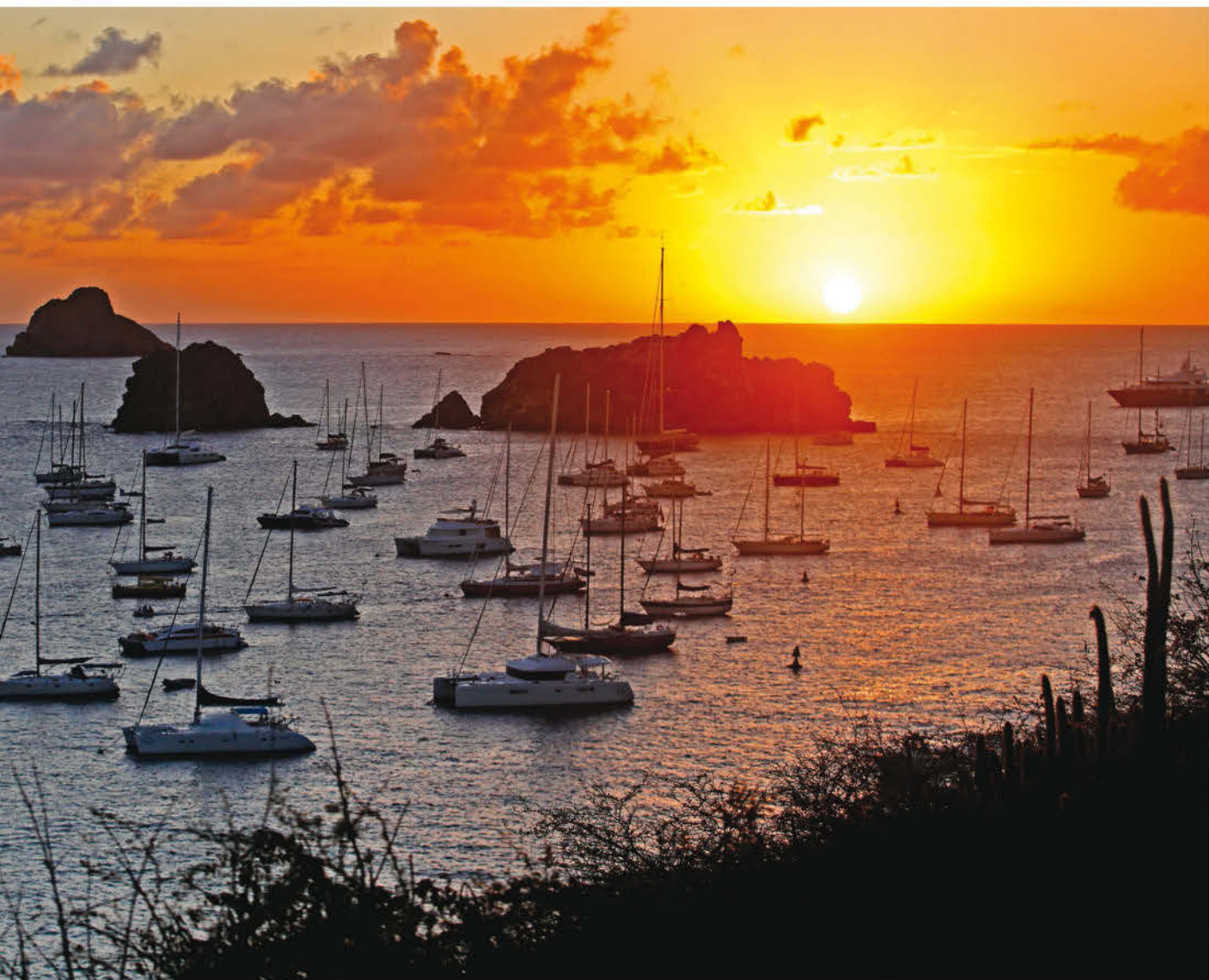


## THE ABRUPT CHANGE OF BREEZY CARIBBEAN, FELT MOVIE SCREEN SUDDEN

As predicted, we awoke the next morning to a small gale, with a solid 25 to 30 knots of blast-furnace breeze. Luckily, it was coming from the east and we were headed west, so once the officialdom was addressed, we got underway.

It was the sort of day no mainsail was required, so we unfurled the jib and had a cracking great sail across the Anguilla Channel, which was flecked with whitecaps and, as we ripped onward, a roiling seaway with 4- to 6-foot swells. Yeehaw! *Fermi* handled it with aplomb, clipping along at a good 7.5 knots with occasional bursts into the 9s.





## SCENERY, FROM THE BUSY CONCRETE QUAY TO THE BRIGHT, T LIKE THAT MOMENT IN *THE WIZARD OF OZ* WHEN THE LY SWITCHES FROM BLACK-AND-WHITE TO TECHNICOLOR.

We scooted past ominous Blowing Rock and skirted the southwestern tip of Anguilla, then sheeted the jib home and slid along the isle's northern shores, finally dropping the hook in Road Bay off the appropriately named Sandy Ground Village.

While everyone else hopped aboard the dinghy and headed in, Annie and I tidied up the boat and then split in opposite directions: She napped, I swam.

I washed up ashore in front of a beachfront watering hole helpfully called Le Bar, where the *Fermi* crew was assembled. Before I'd drip-dried,

Julia handed me an icy bottle of Carib lager with a fresh lime popping out of its neck.

Life was exceedingly good.

A fabulous "home-cooked" dinner aboard followed, after which everyone dropped like flies. It felt like 3 a.m., but in fact was 9:30. It had definitely been a big one.

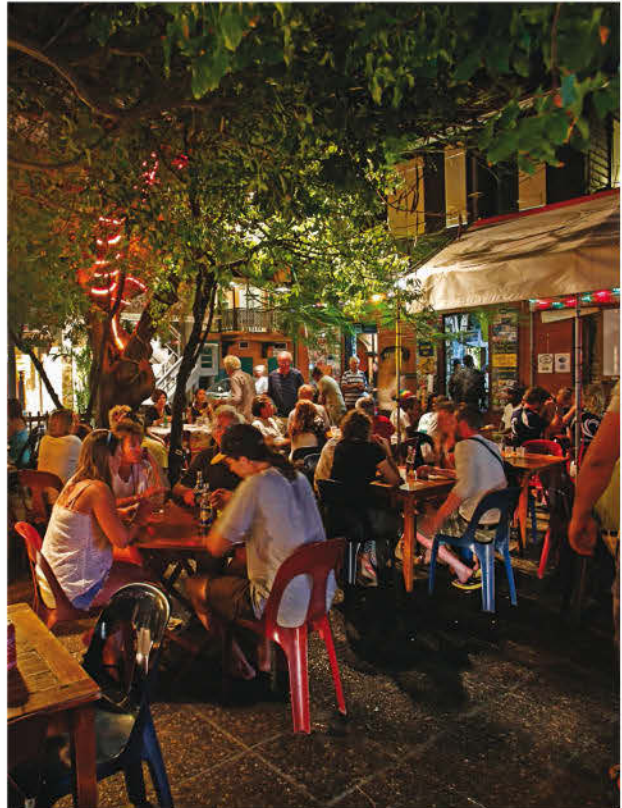
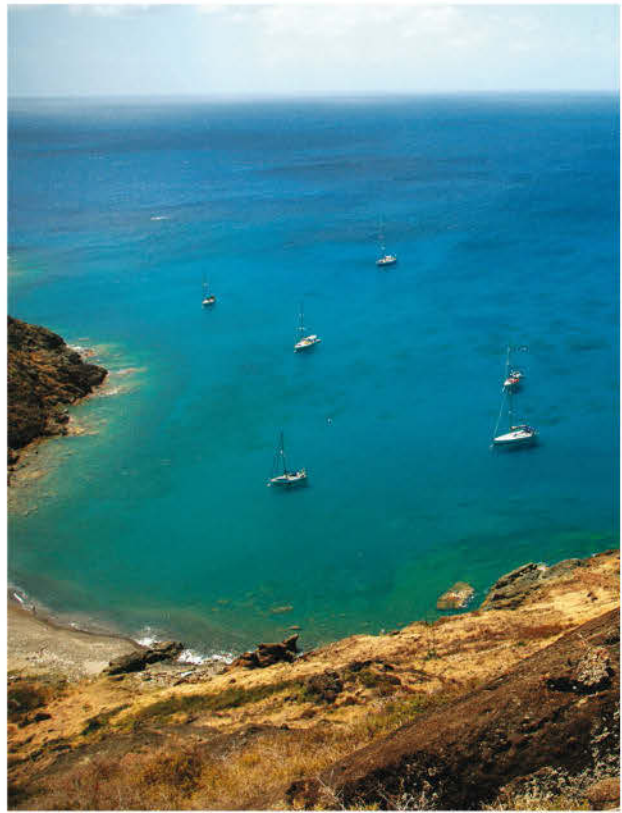
The next day was the squalliest of the week, which provided the convenient excuse to stay put. Anguilla is renowned for endless, world-class beaches, and a little wind and rain wasn't going to deter the younger half

of our team from inspecting them. So while they hailed a taxi and moved out, the rest of us hiked up the hill overlooking the bay to check out the view and grab some chow.

We ended up at a restaurant called E's Oven, recommended by some locals, and enjoyed a spectacular lunch: lobster and bacon paninis, curried chicken wraps and lightly grilled fresh fish, all perfectly prepared. On the way back to the boat, we cleared customs so we could get an early start the next morning for our next, highly anticipated port of call: St. Barts.



"IT IS WINDY, NO?"



*The bustling island of St. Barts just may be the Caribbean's greatest nautical theme park, chock-full of beautiful boats, homes and people. It certainly attracts more than its fair share of superyachts, lit up stern-to along Gustavia's quay (top left). For those with more modest bank accounts, you can always grab a beer at Le Select (bottom right), where Jimmy Buffett once plied his trade. Our Jeanneau Sun Odyssey 509, Fermi (bottom left), handled the shrieking winds and big seas with aplomb. After the hubbub of St. Barts, we sailed north to tiny Île Fourche to decompress. The view from the island's small peak (top right) was worth the scramble to its summit.*



At our chart session, Christian had recommended we round the northeastern end of Anguilla, through the Scrub Island Channel, before bearing away for St. Barts, which proved to be excellent advice. With a triple-reefed main and full jib, once clear of the island we settled into an absolutely perfect beam reach. Man, you can't beat sailing, right?

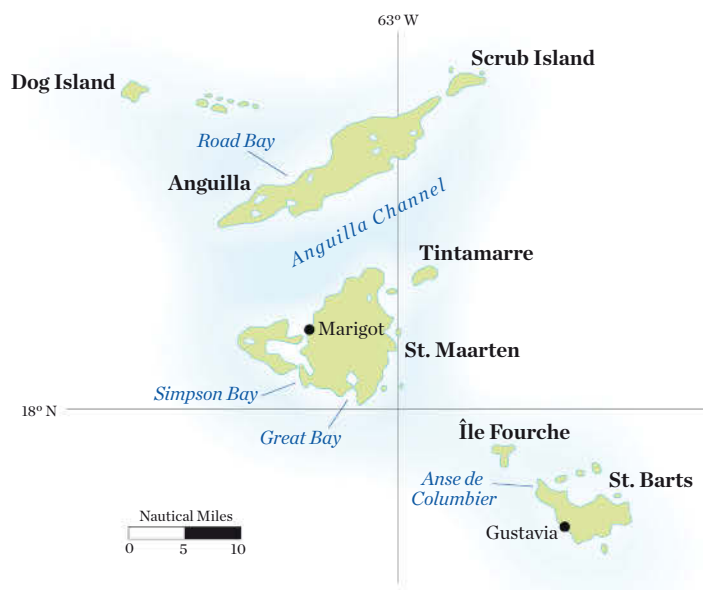
Midway through the 20-odd-mile passage, after four days of howling winds that had built up seriously impressive seas of 8 to 10 feet (thankfully from abeam), it occurred to me, suddenly, that this was easily the wildest sail I'd ever experienced in more than a dozen bareboat charters. Sure, it gets windy in the BVI and other places, but not with the attendant open-ocean conditions. I reckon if you chartered in St. Maarten during a similar heavy-air week, and you didn't feel up for the Big Sail, you could hang around the island, visit a different anchorage every night and have a swell time. But if you skipped the run south, you'd also miss the grand opportunity to have one helluva ride.

You'd also forgo the French West Indie isle of St. Barthélemy, aka St. Barts, perhaps the Caribbean's greatest nautical theme park. St. Barts was just like Anguilla, but exactly the opposite. Sure, on the one hand, it was a Caribe isle surrounded by water. But Anguilla is funky, in the best sense of the word. St. Barts is a lot of things, but funky is not one of them.

Once we'd arrived and dropped the hook off the bustling town of Gustavia, in the very first hour or so ashore, we witnessed:

- 1) A daredevil on a motorbike popping a wheelie the length of a long, crowded street, scattering the masses.
  - 2) A fight between two idiotic crews in adjacent catamarans parked stern-to on the waterfront, the culmination of which was an inebriated sailor falling hard off the transom of his boat.
  - 3) A group of weathered musicians in a small, open seaside home playing what I can only describe as sensational French zydeco. And ...
  - 4) The drinks menu of a sidewalk cafe with linen tablecloths, where cocktails cost 25 euros apiece unless you opted for a "bowl," a 150-euro special serving six to eight.
- I stuck with a Carib, thanks, then bolted for Le Select, the bar Jimmy Buffett made famous, just to say I had.

If going from Marigot's inner harbor to its lovely bay, as we had at the outset of our trip, was like visiting your neighborhood multiplex, traveling from Anguilla to St. Barts was akin to walking into the biggest, clearest Imax screen ever constructed. We rented vehicles — the kids opted for four-wheel-drive ATVs, the rest of us settled for your standard automobile — and rambled all over. The peaks, crannies and long vistas; the impeccable roads and precise stonework; the glorious, empty beaches and pure, inviting waters; the exquisite homes and wonderful restaurants were all utterly magnificent. So, *yeah*, St. Barts. Somehow, I'd never been there. But now I totally get it.



Of course, a lot of flash goes a long way, and after a couple of days in St. Barts, before we wrapped things up, we all needed a bit of time and space to decompress. We found the perfect place to do just that.

Before our charter, I'd swapped emails with my old friend Danny Greene, one of the original CW edi-

tors and a longtime Caribbean cruiser. He recalled that one of his favorite islands in the whole chain was little Île Fourche, a privately owned nature preserve where the only residents are goats, just north of St. Barts. Danny said to be sure not to miss it.

Of course we had to have a look.

We sailed into the wide but protected anchorage and picked up one of the empty free moorings. The silky water was crystal clear, perfect for a snorkel among the fissures and caves along the steep shore.

At the head of the cove, we landed the dinghy on the sandy beach and several of us scrambled up the adjacent 400-foot pinnacle, which afforded broad views through the hazy sky of every place we'd visited. Sure, I'd bought a T-shirt or two, but the photos we snapped overlooking Île Fourche are my favorite souvenirs of the entire escapade. Too soon, we were hoisting sails once again, but the 25-mile sail back to Marigot, a lovely broad reach ultimately coursing past St. Maarten's beautiful southern shoreline, was a terrific way to close out the proceedings.

The next day, back in the airport waiting for my north-bound plane, I actually recognized some of the same familiar faces from the nightmare scene in the wee hours in Boston the week before. Gone were the baggy eyes, the pasty complexions and the general sense that the world was about to end. Everyone looked tanned, relaxed and very happy.

Then again, even though everything had happened way too fast, so was I.

*Herb McCormick is CW's executive editor.*

# A CHARTERED DOWN UN

ON A WEEKLONG SAILING VACATION THROUGH AUSTRALIA'S WHITSUNDAY ISLANDS, A PAIR OF SEASONED CRUISING SAILORS FINDS LOTS TO LOVE ABOUT THE CHARTER EXPERIENCE.

STORY AND PHOTOS BY KELLY WATTS



*While we relaxed at anchor in Nara Inlet, 9-year-old Jessica took the opportunity to go for a halyard swing.*



# R DER

**“L**et’s stay away from them,” I said to my husband, Paul, referring to the three charter boats that had beaten us to the anchorage in Taha’a, French Polynesia. Paul and I were discussing where we were going to anchor. As cruisers, it had taken us eight months to sail our 42-foot Tayana sloop from Charleston, South Carolina, to these remote South Pacific islands. These charter folks had flown here in a day. Were they competent sailors? Did they know how to anchor properly? Did the charter company provide them with adequate ground tackle? We didn’t know, so like many other cruisers, we simply avoided charter boats.

Eight years later, we found ourselves in a similar situation, standing in the cockpit and discussing where to anchor. Once again, we avoided the charter boats and chose a spot near a catamaran equipped with solar panels, a wind generator and a radar dome. While Paul went forward to anchor, I remained at the wheel. I noticed the cat’s owner had appeared on deck to watch us, and I smiled at the irony. This time we were the questionable ones on a charter boat.

After our four-year semicircumnavigation, we had resumed life ashore to raise our children. This weeklong charter in Australia’s Whitsunday Islands was the first time we’d sailed since our cruise. It was also our first time chartering, cruising aboard a catamaran, and taking our two children, 9-year-old Jessica and 6-year-old Nick, sailing. Our friends Bryan and Brianna chose the cat because they preferred its layout — and its two heads — to a comparable monohull. They wanted to learn how to sail, and they had flown from Sacramento to join us on the trip.

We met them at the Hamilton Island airport at noon on a Saturday, and the six of us took the ferry to Airlie Beach, on the mainland, where our chartering company, Whitsunday Escape ([whitsundayescape.com](http://whitsundayescape.com)), is based. While our charter started on Sunday, we had made arrangements to sleep aboard the night before. Our cat, *Aurora*, a Fountaine Pajot Athena 38, was ready when we arrived. Comparing it to the larger cats and the ones with full walls of — *gasp!* — sliding glass doors, the bluewater sailor in me was relieved to see that *Aurora* had less windage and only one glass door.

We spent Saturday afternoon collecting our groceries, getting our snorkeling gear, studying the local charts of the area and reading the provided cruising guide, *100 Magic Miles of the Great Barrier Reef: The Whitsunday Islands*, by David and Carolyn

## GETTING THERE AND OTHER DETAILS

Two airports serve Airlie Beach, where many charter companies are based at the huge Abell Point Marina: Proserpine Whitsunday Coast Airport (PPP) is 25 minutes away from Airlie Beach and the Abell Point Marina by taxi. Hamilton Island Airport (HTI) is an hour ferry ride away from Airlie Beach. Cruise Whitsundays ([cruisewhitsundays.com](http://cruisewhitsundays.com)) offers one-way ferry service from the airport to Abell Point Marina for \$50 per person.

Coles ([coles.com.au](http://coles.com.au)), one of Australia’s major grocery store chains, is a 15-minute walk or an inexpensive taxi ride from Abell Point Marina. Groceries can be ordered online in advance from Coles, and delivered to the marina (depending on availability) or picked up at the store through the company’s Click and Collect service. Enter postcode 4802 to view your options.

Since we were flying out of Hamilton Island, we paid Whitsunday Escape \$270 to pick up *Aurora* at the Hamilton Island Marina on the last morning of our charter, as the price of six ferry tickets back from Airlie Beach would cost roughly the same. That pickup fee included a night’s stay at the Hamilton Island Marina, so we got to enjoy the resort’s shops and restaurants before leaving. The airport is a pretty but hilly 15-minute walk away, or you can hop on the island’s complimentary shuttle-bus service. Golf carts can be rented to explore the island.

K.W.



Colfelt. Early Sunday morning, Terry from Whitsunday Escape came aboard to brief us. Before we began, he led us forward on deck, where he topped up our two 300-liter water tanks. He explained that many guests run out of water during their charter and blame the company. It is now company policy to fill the tanks in front of the clients.

While we watched Terry fill the tanks, I was glad that Paul and I had set Bryan and Brianna's expectations before the charter, particularly because Brianna is a hair stylist. As cruisers, we knew firsthand that most inverters couldn't handle the electrical pull of a blow-dryer, curling iron or clothes iron, and we advised our friends not to bring these items. We also discussed freshwater consumption. To have to leave paradise simply because we had squandered our 600 liters would be a shame. We suggested only quick

freshwater rinses — not luxurious showers — on board. They agreed.

Next, Terry briefed us about the boat, the cruising ground, the tides and the chartering company's rules. Then he gave us a written test that focused largely on navigation, and we passed it, recalling that Australia followed the IALA-A system of "green right returning." Terry drove the boat out of the marina for our practical test: Paul and I had to set the sails, drop them, anchor and pick up a mooring ball before we were cleared to take the boat. My faith in chartering companies, and charterers, went up a notch.

Before Terry left, I asked him where the manual bilge-pump handles were located, in case of an emergency.

He found the handles for us, adding, "You won't need these. If the boat is taking on water, call us, then get into the



*Aurora, a Fountaine Pajot Athena 38, rests at anchor off Whitehaven Beach, a stunning 4-mile stretch of white sand on Whitsunday Island.*



dinghy and head ashore.”

I smiled at this difference between cruising and chartering — a cruiser steps up to climb into the life raft, usually in the middle of an ocean and after exhausting every means to save the boat. Imagine just hopping into a dinghy and heading to the beach! Chartering was already less stressful.

**T**hat afternoon, we sailed from Airlie Beach to Stonehaven Bay, off Hook Island. We had 15 to 20 knots on a beam reach, and *Aurora* flew, effortlessly making 9.5 knots. What a difference from our 42-foot *Tayana*! Our beloved monohull would have done 5 to 6 knots in the same conditions. Was *Aurora*'s greater speed due to twin hulls and scant 3-foot draft? Or not being laden down with a year's worth of canned goods,

spare parts and every tool known to man, as our *Tayana* had been? Probably all of the above.

I couldn't help but wonder what it would be like to sail quickly around the world on a cat. Instead of the 22 days it had taken us to sail from the Galápagos to the Marquesas on our *Tayana*, would it have taken just two weeks on a cat? Less time sailing might have meant less time spent in potentially bad weather, less time for things to break at sea and less time on watch.

At 1400, we tuned in to VHF channel 86 for our first scheduled radio net with Whitsunday Escape. When we were hailed, I gave our current location and next day's plan.

I then signed off, “This is *Aurora*, standing by on channel 16.”

“Uh ... we use this channel” was the bewildered reply from Whitsunday Escape. “But I guess some people monitor channel 16.”

And that was another difference between cruising and chartering. What if there were a Mayday call nearby? What if we were on a collision course with another boat or ferry? What if someone wanted to invite us over for sundowners? Doesn't every sailor monitor channel 16? We do — and we did.

The Whitsundays, with its 74 islands, reminded us of New Zealand's Bay of Islands. The islands are hilly, sparsely populated (if at all), and some of them have pristine beaches and/or inland walking paths. Most of the anchorages are located in shallow bays — or mere indentations — along the coasts of these islands. Only a few of them are suitable for all weather.

Chartering a boat, we discovered, offered another bonus: Whitsunday Escape conveniently gave the weather forecast at the twice-a-day scheduled radio net. Forget the hassle of deciphering Inmarsat-C weather or tuning in to a series of SSB channels to painstakingly get a weatherfax. Having had my fill of anchor watches, I appreciated having updated forecasts that enabled us to sleep well at night.

**W**e discovered the wonder of the Whitsundays on our first snorkel. Above the waterline, the islands have the beauty of New Zealand; below, they have the Great Barrier Reef. The variety and colors of the soft coral we saw were stunning and second only to the coral we saw in Suvarrow. We also saw stingrays, turtles, dolphins, abundant tropical fish, black-tipped sharks and even humpback whales. We thankfully didn't see any jellyfish, but just in case, we wore our rented full-length thin-neoprene “stinger” suits.

Unfortunately, the Whitsundays have a marine stinger season from November to June, when two types of jellyfish — the box jellyfish and the Irukandji jellyfish — become more active. Stinger suits are recommended because some jellyfish stings can be fatal. During our briefing, I asked about this. Terry showed us the first-aid kit, which included a large bottle of vinegar, noting that it should be used to rinse (but never rub) any stings. If anyone got stung, we should call the charter company; they would get us help immediately. Or we could call 000, the Australian version of 911. As parents, we took two precautions by wearing our stinger suits and chartering during the jellyfish off-season.

By chartering during the winter months, between June and September, we could enjoy the best of the area's sailing conditions without an increased risk from jellyfish. We went at the end of August and were rewarded with sunny skies, starry

nights, water warm enough for swimming, and 10 to 20 knots of southeast winds. The seas were also calm, except when we sailed through Solway Pass, between Whitsunday Island and Haslewood Island.

The 10- to 13-foot tide in the Whitsundays floods to the south and ebbs to the north, creating strong tidal currents through the passes. We consulted the tide table and timed every day's sail so that we would go with the tidal current. Unfortunately, on our final day's sail, the wind direction was contrary to the current's and created strange eddies and 4-foot waves between Frith Rock and Teague Island. The waves crashed over our bow and the spray battered our saloon window as we plowed ahead. I probably would've felt seasick on our monohull in these conditions, but I felt surprisingly fine on the catamaran.

In fact, the motion on the cat was so stable that I stopped stowing things after our first, and amazingly level, sail. At several of the anchorages, we observed the monohulls rolling from side to side due to the ocean swell. We cackled with glee: Unlike these boats, we didn't need to set a stern anchor. We hardly rocked on *Aurora*.

Is this love, the feeling I now have for catamarans? In these ideal conditions, *Aurora* took my breath away with her speed, stability and interior space. How would she perform in the 10-foot seas we once endured on a beam reach while sailing to New Zealand, or the 20-foot following seas we surfed en route to Panama? I don't know. But Paul and I are sufficiently impressed to consider a catamaran when we decide to complete our circumnavigation.

**P**erhaps because we were on one, we noticed that there were a lot of cruising catamarans in the anchorages. About midway through our charter, we approached one of them with a mooring question: A mooring ball had been available when we arrived at Maureen's Cove. We had excitedly picked it up, then dropped it; it was smaller than all of the other moorings we'd seen. Did this signify something?

I spotted a man standing in his cockpit, and we motored over. He said it was just the Great Barrier Reef Marine Park's new style of mooring. The overpowering smell of sauteed garlic wafted from his boat, so I jokingly asked when dinner would be served. He laughed and later brought us a gift: homemade pâté. How nice to be among the cruising community again!

Our new Australian friend told us that he and his wife had just spent the previous week-end participating in the Shag Islet Cruising Yacht Club's annual rendezvous event. This yacht club of "Shaggers" exists only online and is open to anyone. During the rendez-

## OUR CRUISING ITINERARY

Here are the highlights of the places we visited:

**SATURDAY:** Abell Point Marina, Airlie Beach. Prepared for charter.

**SUNDAY:** Stonehaven. Snorkeled off Langford Island, as recommended by a local. Looked at mangroves near Ian Point.

**MONDAY:** Nara Inlet. Hiked a short distance to see old Aboriginal cave drawings. This pretty bay is an all-weather anchorage.

**TUESDAY:** Maureen's Cove in Butterfly Bay. Snorkeled several times off the boat along the eastern side of the bay — spectacular coral and fish! Also saw humpback whales in the pass between Hayman and Hook islands.

**WEDNESDAY:** Tongue Bay. Walked to lookout for superb views of Hill Inlet and nearby Whitehaven Beach. Lots of turtles in the anchorage.

**THURSDAY:** Whitehaven Beach. Walked and kiteboarded along the 4-mile white soft-sand beach. Saw several stingrays.

**FRIDAY:** Hamilton Island Marina. Explored the marina's quaint shops and enjoyed dinner at an Aussie pub.

**SATURDAY:** Charter company picked up boat, and we flew home.



vous, hundreds of members from Australia and around the world meet at designated spots in the Whitsundays for dinners, contests and beach parties. It seems the social life of George Town, Bahamas, also exists Down Under, at least for several days a year.

While I hadn't known about the SICYC's rendezvous, which had 170 participating boats and is one of the largest sailing events in the Whitsundays, I had planned our charter for the week after the annual Audi Hamilton Island Race Week. That's when the crews of more than 150 competing yachts overtake the island, filling up the marinas, hotels and restaurants.

And perhaps that's the biggest draw of this area: There is something for every type of cruiser. From deserted beaches to cruisers' beach parties, from whale watching to regattas, from spectacular snorkeling to fine dining, there is something to please every type of sailor. That was true with our crew. Brianna liked world-renowned Whitehaven Beach, while Bryan enjoyed the sailing. Our daughter, Jessica, loved snorkeling and feeding the fish, while our son, Nick, fought to drive the dinghy. Paul and I enjoyed it all. In fact, we're already making plans to go again.

So the next time a charter boat drops the hook next to your boat, don't cringe. There might be cruisers on board.

*Kelly Watts is the author of Sailing to Jessica. When she isn't writing and raising her kids, she's rigging boats and ducking accidental jibes as she helps teach Cub Scouts how to sail near her home in Australia.*

K.W.





*Clockwise from above: The crew — Bryan, Paul, Nick, Jess and Brianna — take the dinghy to the eastern shore of Nara Inlet for a hike to the Ngāro Cultural Site on Hook Island. The seafaring Aboriginal Ngāro inhabited Hook Island from 7000 B.C. to A.D. 1870, and their sites in the Whitsundays are some of the oldest found on the east coast of Australia; a sign along the path leading to a Ngāro cave asks visitors to think about the generations of Ngāro who walked there long ago. The author and her son, Nick, build a sand castle on Betty's Beach, located on Tongue Bay. A quaint village encircles the Hamilton Island Marina.*





**T**he afternoon sun cast long shadows across Cow Wreck Beach on Anegada, and though hot, the trade winds blowing across the reef just offshore helped cool the group of bathing-suit-clad adults who dug like chipmunks in the sand for bottles of rum that had been buried there. “I’ve got sand in my monkey! Nobody should have sand in their monkey!” I heard a woman shout. Well, that’s one way to put it. They continued digging as our band of observers looked on.

I was there on the beach as a guest of The Moorings, along with a couple

of staffers and two other reporters assigned to cover the pleasure fest. Our home for the week was a Moorings 5800 crewed sailing catamaran (see “One Colossal Cat,” August 2013), and we were doing double duty attending the annual rally of charter boat owners and getting a taste of a luxury charter experience, right down to the exquisite details that included little elephants fashioned out of bath towels, which I found on my bunk when I first stepped aboard. Over the course of the week the flotilla crisscrossed the British Virgin Islands, visiting Trellis Bay, North Sound,

Anegada, Cane Garden Bay, Jost Van Dyke and Norman Island. Aside from group happy hours and dinners, activities included paddleboard races, a drink contest, a point-to-point race and this very sandy treasure hunt.

“Can you believe we make you do this?” joked The Moorings’ John Keyes. “You buy a half-million-dollar boat, and as a reward you get to dig in the sand for a measly bottle of rum!” Sure, he was kidding. But he and the team must be doing something right, because owners keep coming back for the rally, now in its 15th year.



# RALLY REVELRY

A WEEKLONG CHARTER IN THE BRITISH VIRGIN ISLANDS WITH THE MOORINGS’ OWNERS RALLY PROVES HAVING A GOOD TIME SAILING DOESN’T HAVE TO BE COMPLICATED.

STORY AND PHOTOS BY ELEANOR MERRILL



"We've had to cap the event at 15 boats," said his colleague Christine Joseph. "One year we had 30 boats, and it was too many. With four to six people on each boat, we couldn't get dinner reservations anywhere — but it was a hell of a party."

As the last of the rum bottles was unearthed, the treasure hunters migrated to the surf to rinse off. Standing chest-deep in water just cool enough to be refreshing, rally participant Ed McLaughlin described how he found himself in this slice of heaven. "When I was a young man in the Navy, I spent

a very cold winter in Germany," he remembered, smiling. "The officer I reported to had a boat in the BVI, and he would tell me about the warm breeze and sandy beaches. That winter I decided that someday I would have my own boat in the islands." Not only did he follow through with the plan, he's done it several times over. When his first five-year ownership contract with The Moorings was up, McLaughlin brought that boat home to sail the Chesapeake and purchased a new Moorings 4600 catamaran to keep in the BVI charter fleet.

McLaughlin wasn't the only rally participant to have owned multiple boats in the charter program; repeat buyers, I discovered, are common. Derek and Diana Baranowski are on their second boat with The Moorings, and have been coming down to the BVI for over 20 years. "We like it that we can charter any available boat in the fleet, at any of the bases worldwide," Derek explained

*After a rousing race from Cane Garden Bay, Tortola, to Great Harbour, Jost Van Dyke, crews regrouped and then headed around the corner to White Bay for pain-killers at the Soggy Dollar Bar.*





at Quito's bar the next afternoon. "It has allowed us to sail in Greece, Turkey, Croatia and Fiji. Thailand is our next target. We try to pick an appropriate boat based on which friends we're bringing with us. If we have a big group, we'll go with one of the bigger catamarans because they have so many cabins. If we're bringing friends who really want to explore, we get a power cat to get to each destination faster."

"And I like the monohulls the best," added Diana. "I like the thrill of heeling over when we're sailing." The week of the rally, the Baranowskis were on their own boat, a Moorings 514 Power Cat. It was their job to serve as the committee boat on station at the finish line for the big event: the race from Cane Garden Bay, Tortola, to Great Harbour, Jost Van Dyke.

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## ON THE WEB

THERE ARE MANY DIFFERENT OWNERSHIP OPTIONS AVAILABLE. SOME INCLUDE GUARANTEED INCOME FROM THE BOAT, OTHERS PROVIDE MORE PERSONAL TIME ABOARD, AND STILL OTHERS ARE TAILORED TO PARTICULAR LOCATIONS OR OFFER LONGER TIME FRAMES FOR CHARTER MANAGEMENT. TO READ MORE ABOUT OWNING A CHARTER BOAT AND THE COMPANIES THAT OFFER OWNERSHIP PROGRAMS, VISIT [CRUISINGWORLD.COM/CHARTERING101](http://CRUISINGWORLD.COM/CHARTERING101).

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Race day dawned gusty and bright, and the excitement in the air was clear as the course was confirmed over the VHF. The 5800 catamaran on which we were sailing, *Dalliance*, marked the starting line. Teams were decked out in matching apparel. Burgees from home clubs around the world snapped on shrouds and backstays. A few of the boats reefed, and it was a good thing, because a gust of 38 knots came hurtling through as the starting sequence began, forcing boats to abandon tricky maneuvers in favor of staying upright and in control. Then, with 30 seconds to go, the breeze completely disappeared, and the fleet ghosted over the starting line with sails and burgees limp.

Then the wind picked back up as the

racers pulled away from the shadow of the island, and the race was on. The variety of cats and monohulls didn't seem to matter. The racing was tight. The Baranowskis, meanwhile, on the 514 PC, were going full throttle to set up the finish line ahead of the fleet, weighed down by the three dinghies they were towing.

As the fleet rounded Sandy Cay, Dick and Pam Backstrom, aboard a Jeanneau 51.4, and Jim and Margaret Burt, aboard the Moorings 3900 catamaran *We Are Nuts*, pulled ahead of the pack. The Backstroms were on their third boat in the charter fleet, and just that week had decided to trade up for the 51.4. The Burts, in their fourth year of owning *We*

which gave those of us aboard *Dalliance* a chance to fathom the full effects of the magic a capable crew can work on willing guests. We passed Soper's Hole and tucked into Benures Bay at Norman Island, where we found a calmer anchorage. As chef Victoria Mark prepared dinner, Capt. Luka Senk got an impish grin on his face and started pulling out water toys. I could see a little bit of camp counselor in him as he equipped the dinghy with water-ski paraphernalia — a reminder that having a crew brings chartering to the next level.

Full disclosure: I'm a hands-on sailor type and was initially thrown off by the idea of a charter with captain, chef and



*Are Nuts*, were racing for the first time. It was neck and neck in this surprising cat vs. mono duel. The finish boat got in position just in time to call the line, and *We Are Nuts* took the honors.

"That's the most fun I've ever had!" Jim Burt yelled across the water.

After the race, we dropped anchor in White Bay, home of the famous Soggy Dollar Bar, to swim ashore for painkillers. With a swell running, the anchorage was too rough to stay long, so leaving the flotilla behind for a night, we let the bareboaters fend for themselves,

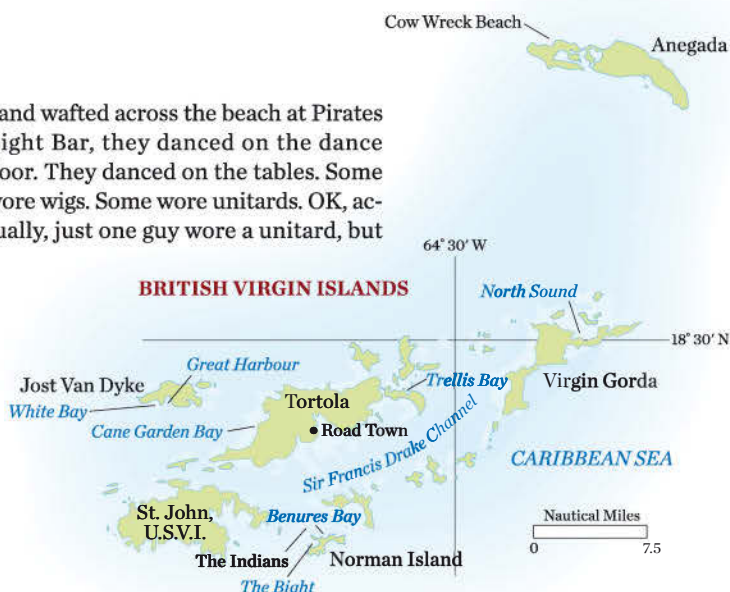
stewardess. I thought it might be awkward to spend a week on a boat with people I didn't know, being waited on at every turn. I needn't have worried. Capt. Senk, chef Mark and stewardess Amy Carmichael were not only experienced and professional; they were friendly, engaging and fun to spend time with. Each morning, coffee was waiting and the breakfast table set. While we ate, cabins and heads were cleaned. Hoist anchor or drop the dinghy? All taken care of. At the end of each day, Amy mixed cocktails as Victoria finished preparing dinner. Did



it take getting used to? Sure, a little. But it proved to be a true sailing vacation, with a heavy emphasis on the vacation. That evening in Benures Bay, after an afternoon of paddleboarding, snorkeling and waterskiing, it all clicked: So *this* is what all the fuss is about — the lack of fuss.

In the morning we headed around the corner to pick up a mooring at the bight. We piled into the dinghy and jetted off to a spot called the Indians to snorkel in some of the most spectacularly clear water I've ever seen. A little too excited about the GoPro camera I got for Christmas, I took about 400 underwater photos and videos in the

band wafted across the beach at Pirates Bight Bar, they danced on the dance floor. They danced on the tables. Some wore wigs. Some wore unitards. OK, actually, just one guy wore a unitard, but



*Cats and monohulls duel from Cane Garden Bay to Great Harbour (opposite page). Clockwise, from top left: Participants in The Moorings' owners rally dress in black for a farewell dinner at Pirates Bight. Gwen Bernard gears up for a snorkel. Perks of a crewed charter include fresh fare served at a carefully (and creatively) set table on the aft deck. The Moorings 5800 has a large flybridge and cabins for up to 12. The guests aboard Dalliance — Laurie Fullerton, Ian Pedersen, Chris Landry, Eleanor Merrill and Gwen Bernard — enjoy cocktails each night before dinner. Chef Victoria Mark serves a variety of breakfasts; eggs Florentine is a favorite.*

hopes that one or two would capture the beauty of this place.

Just as we all finally became acclimated to island time, it was time for the farewell dinner. The rendezvous guests arrived ashore garbed entirely in black, the theme for the evening. As reggae music from a one-man

one thing is for sure: These folks knew how to have a good time. They were borderline professionals at it. These were individuals, couples and families, after all, who have made a serious commitment to vacationing. Buying a boat and putting it into this program allows them to sail 12 weeks a year, every year, for five years. And not just in one port, but at

any of the bases the company maintains around the world.

So what was the common element that bound this crew together? Well, they all love sailing. They all love boats. They all love to have fun. It's as simple as that.

*Eleanor Merrill is CW's managing editor.*



# CRUISING WORLD 2015

# CHARTER

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For even more information and resources, visit Cruising World's charter section at [www.cruisingworld.com/charter](http://www.cruisingworld.com/charter).





## Conch Charters

Conch Charters is celebrating 28 years as a family run business BVI style, which means we have learned a thing or two!! We stayed at our one location in the BVI's to be more focused on you, our valued BVI sailors. Our fleet is the most diversified, which gives you amazing choices. Our new website offers a virtual tour of each of our yachts. We have upset our competition with our slogan **"Best Deals on Keels"** offering the most amazing specials and aggressive pricing. Rest assured that our catamaran prices will make you purrrrr! Contacting Conch Charters means that you talk to a person at our base in Tortola, not someone stateside. Our people have the day to day knowledge of our yachts and the sailing area. This means that our friendly and professional "sails" staff can assist you in putting together your idyllic holiday. No wonder we have one of highest repeat percentages in the industry. All this truly makes Conch Charters your best choice as a gateway to the most awesome sailing on the planet!! Call us today and see for yourself!



**LOCATIONS** British Virgin Islands

**FLEET SIZE** 19 Catamarans, 31 Monohulls

### CONTACT

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**LOCATIONS** British Virgin Islands, Antigua & Barbuda, Grenada, St. Vincent.

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**LOCATIONS** Caribbean, Americas, Mediterranean, South Pacific, Far East and Indian Ocean

**FLEET SIZE** 400+

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**LOCATION** Marina Puerto Del Rey in Fajardo, Puerto Rico

**FLEET SIZE** 8 Catamarans, 8 Mono-hulls

**THE EXTRAS** SailCaribe offers ASA Sailing Certification Charter Vacations and for a limited time we are offering weekend crewed charters.

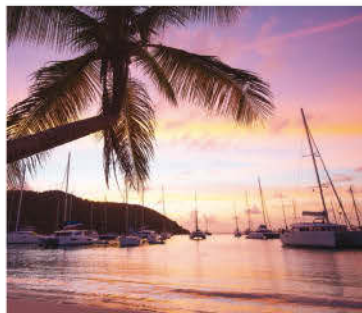
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**LOCATIONS** NORTH AMERICA – Vancouver; CARIBBEAN – Antigua, Bahamas, Belize, BVI, Grenada, St. Lucia, St. Martin; MEDITERRANEAN – Croatia, Greece, Italy, Spain, Turkey; INDIAN OCEAN – Seychelles; SOUTH PACIFIC – Australia, Tonga, Tahiti; ASIA – Thailand; EUROPE – United Kingdom.

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**LOCATIONS** Tortola, BVI • Ambergis Caye, Belize

**FLEET SIZE** Tortola: 38; Belize: 4

**CONTACT**

**1-800-633-0155**

**[www.sailtmm.com](http://www.sailtmm.com)**

**[charter@sailtmm.com](mailto:charter@sailtmm.com)**

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Our “boutique” charter company is family-owned and operated with locations in Tortola and Belize. We are down-to-earth, friendly, helpful, and like to have fun. We also like to make sure you do too! To our wonderful repeat customers reading this, we owe you “many thanks” for returning to TMM year-after-year. You motivate and inspire us to continually upgrade our service and charter fleet. We are fortunate to have an 80% repeat client base and are amazed and humbled by this statistic, which tells us we must be doing something right. A little history: over thirty years ago, a British ex-pat and a young American traveler met in the BVI. They married and have been at the “helm” of TMM ever since. They are Lin and Barney Crook, the owners of TMM, who are 100% committed to its ongoing success. It is likely you will see one or both of them when you charter with TMM out of our Tortola base! We hope to see you soon in Belize, or the BVI.





**LOCATIONS** Base located on the South coast of St. Vincent Island, St. Vincent and the Grenadines.

**FLEET SIZE** 14 boats

**CONTACT**

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# Bareboat Chartering: A World of Possibilities

**E**ach charter destination offers its own special aspects. You may have nursed a life-long fantasy to lounge on a snow-white beach in Tahiti or climb the ruins of the Parthenon. Research will inform you how to fulfill those dreams or where to go for new adventures. Travel books, trusted online sources, boating magazines and charter company brochures are good places to start. Charter brokers with firsthand experience can advise you on appropriate choices that suit your needs and experiences. Other sailors who've chartered can also be helpful.

If you've never been to your charter destination, there are a few factors to keep in mind as you plan your trip.

Are you confident enough in your anchoring skills to sleep through the night? Consider also that you may be in a foreign country with its unfamiliar language and customs.

climates feature excellent summer weather, but you'll want to go further south to areas like the Gulf Coast of Florida in the winter.



**Affordability.** In addition to the boat, your charter costs will include transportation, pre- and post-cruise lodging, food (on board and dining out), extra equipment, additional supplies such as cooking gas, water, fuel, and incidentals. To ensure a good time, leave extra room in the budget for the unexpected.

**U.S. East Coast.** Good sailing waters can be found on the east coast from the southern tip of the Florida Keys to the northern tip of Maine, including the Chesapeake Bay and inland on the Great Lakes. The more northerly

**U.S. West Coast.** The rugged Pacific coastline offers a variety of opportunities near the busy harbors of San Diego, Los Angeles and San Francisco as well as coastal and island destinations such as the Channel Islands off Santa Barbara, Calif. You'll also find an abundance of protected waterways extending from Seattle's Puget Sound north to the inland passage of Alaska.

**Caribbean.** The most popular charter area in the world, the Caribbean possesses many attractive features, including easy access from the United States and Europe, warm and protected waterways, safe anchorages and a colorful infusion of cultures from both sides of the Atlantic. The Virgin Islands are ideal for first time charterers.

Peak sailing season in the Caribbean runs from December through May, with steady trade winds from the southeast. Substantial discounts may be available during the off season.

**Climate.** If you want hot, tropical weather, aim for a spot near the equator, which is warm all year. As you head farther north or south, expect cooler weather with seasonal changes. Make sure that your trip coincides with a favorable time of the year at your destination.

**Experience.** Sailing skill is one factor in choosing your first charter. Will you feel comfortable handling the boat in the waters and winds of your charter area?







**Europe.** The waters of the Atlantic around northern Europe and the Mediterranean present a wide array of sailing options. Most chartering takes place during the summer months. July and August in the Mediterranean can sometimes bring strong meltemi and mistral winds, but they are followed by excellent sailing weather in the fall.

**South Pacific and Asia.** Tahiti, Tonga and Fiji support an active charter industry. These islands enjoy a dry season with steady trade winds and occasional tropical squalls from early May to late

October. Other areas, including New Zealand, Australia and Thailand, enjoy warm weather during North America's cold winter months.

**Other Areas.** Good bareboat chartering can be found in many other areas of the world, with reputable charter companies there to serve you.

*\*For the best cruising instruction, purchase Bareboat Cruising on the US Sailing Store at [store.ussailing.org](http://store.ussailing.org). Learn more about cruising education opportunities from US Sailing accredited schools at [sailingcertification.net](http://sailingcertification.net).*

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Join US Sailing in our efforts to get more people out on the water and enjoying sailing. US Sailing believes there are many individuals of all ages who would be interested in learning how to sail. Many people just don't know where to get started.

US Sailing has revised the [startsailing.org](http://startsailing.org) website that now features an interactive "Find a Place to Sail" map. The website offers direction on where to get started, how to get involved, the sailing basics, and more resources for beginners.



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Individuals from sail training and education, yacht club and sailing organization leaders, race officials, and industry professionals will meet and learn from one-another in the surroundings of this spectacular Southern California venue at the Hilton San Diego Resort.

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If you missed out on the inaugural Sailing Leadership Forum in 2014 or inspired to keep the momentum going strong and advance these conversations, please meet us in San Diego. Register today at [sailingleadership.org](http://sailingleadership.org)!



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To repair an area of sail that got damaged by a reefing line in French Polynesia, the author began by using acetone to clean his patch material (1). The next step was to carefully spread 3M 5200 adhesive onto the patch using a wooden applicator stick (2). Once he was ready to put the patch in place, he used a gloved hand to press down on the patch and work the 5200 deep into the sail fabric (3). The repair worked well (4), even in an area of the sail that's prone to high loads. After 3,000 miles at sea, the Litzows arrived in Chile and found the patch still looked perfect.

## Stitch in Time

**Seamanship:** With the proper tools and materials, you can keep the ship sailing when things go rip in the night. *Story and photos by Mike Litzow*

We were a thousand miles from land, bound for the Marquesas from San Diego. My wife, Alisa, and I had bought *Galactic*, our 45-foot cutter, less than three months before. Our two boys, 4-year-old Elias and 1-year-old Eric, were at home in the new boat, and we all reveled in the

simple routines of family life amid the solitude of the open ocean. The dream was alive.

We had come to the squalls and calms that marked the beginning of the doldrums. Reacting to a drop in boat speed, I went forward to shake a reef out of the main. After the reefing

line and halyard were slack, the wind held the drooping sail firmly against shrouds and spreaders. Still getting used to handling this boat that was so much larger than our old 37-footer, *Pelagic*, I gritted my teeth and cranked on the halyard winch.

The halyard came tighter until the





sail popped free suddenly — much too suddenly. It hadn't been the friction of the rig that was keeping the sail from going up. Rather, a batten car had been stuck on the lazy jacks. And I had cranked the halyard hard enough to rip the head of the fouled sail right through the luff.

When I first laid it out on deck, things looked grim. The beautiful foil shape of the new sail was gone, replaced by the tattered edges of very expensive-looking tears. But after two

A year and a half later, a sailmaker in Tasmania looked at the repair, with 9,000 miles on it by that time, and told us there was no point in redoing the job — his repair would be prettier, but it wouldn't be stronger.

combines vulnerability with necessity the way that sails do. Luckily, sail repair is the sort of maintenance that is made for the do-it-yourself approach. Modern sails might be high-tech foils made with advanced techniques, but when they tear, they're just expensive ripped cloth. And putting them back together basically involves the same stitching and gluing techniques that you'd use to repair any torn cloth. Here are the techniques and equipment that we've used to keep our sails going during seven and a half years of voyaging around the Pacific.

### The Repair Kit

Sail damage is like so many other contingencies: When things go wrong, having the right tools and supplies on board gives you a huge step up in dealing with the problem. When we started out on *Pelagic*, we had the foundation of the sail repair kit that the previous owners had accumulated over their nine-year circumnavigation. It was heavy on the basics: waxed twine, a selection of sail needles, a sailor's palm, sharp scissors, spare webbing and a big swatch of Dacron sticky-back.

To this foundation we've added ripstop sticky-back for the spinnaker, some Dacron tape and 3M 5200

**BEING ABLE TO STITCH BY HAND IS A FOUNDATIONAL SKILL FOR ANY SAILOR. THIS IS A GREAT FIX WHEN THE ORIGINAL STITCHING HAS FAILED DUE TO CHAFE OR A SECTION OF SEAM HAS GIVEN WAY.**

adhesive, acetone, West System epoxy, exam gloves, a grommet kit and a Sailrite sewing machine. With these tools and the skills to use them more or less to our advantage, we feel confident in tackling any repair that is likely to come along.

### Stitching

Being able to stitch a sail by hand is a foundational skill for any sailor. It's a great fix for when the original stitching has failed due to chafe, or for any situation where a short section of seam has given way. And it's easy enough: If you're following an existing zigzag stitch, you make one pass to stitch on one set of diagonals, then reverse direction and fill in the other set. The sailor's palm allows you to force the needle through multiple layers of fabric, and pliers may be helpful for pulling the needle through. Tight stitches ensure a strong repair, and melting the knots at each end with a lighter keeps anything from coming loose.

We've carried the sewing machine on both of our cruising boats, and it makes

a huge difference for big stitching jobs. Repairs that would take hours by hand require only a few minutes. The savings are enough to justify all the time that it takes to dig the machine out of storage and then pack it away again. However, the sewing machine does eat up massive storage room, and many sailors we know decide not to carry one. We've used ours much more for projects like deck awnings than for the sails. So for sail repair, the machine is best seen as a bonus to have around, rather than a necessity.

### Patch and Glue

Stitching is a great skill to have, but for many bigger jobs, it is either too slow or not as good a fix as other techniques.

One of the most common types of sail damage is a tear to the sun protection on roller-furling headsails. In this case, you don't necessarily want to put new holes into your sail to stitch up the tear, and you definitely don't want to take the time to do so. Instead, a piece of sticky-back is the five-minute fix (if you don't count the time for taking the sail down and putting it back up). Cut the corners of the patch round to keep them from peeling off the sail, clean the area around the repair thoroughly with acetone, and, once the patch is in place, rub from the center to the edge with a scissor handle or something similar to make sure that it's firmly adhered.

Sticky-back patches are also the answer for small holes in the actual fabric of the sail. In this case, use patches on either side of the sail, an inch or two larger than the tear in all directions. The two patches should be offset slightly so they aren't perfectly lined up with each other. In this way, the load will be spread out around the repair. Carry ripstop sticky-back to match the colors on your spinnaker or other downwind sail, and small, pre-cut round patches, which can be handy for small holes in nylon sails.

Patching really comes into its own with larger, structural repairs that are beyond the stitching skills of most of us. In this situation, the answer is a nonadhesive patch, held in place with fast-cure 3M 5200.

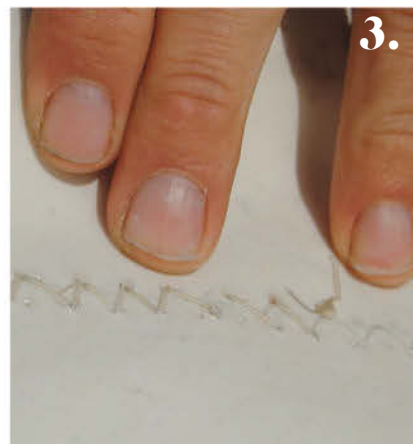
It seems almost too good to be true, but 5200 is the go-to for these bigger jobs. As long as you can control the



*When hand-stitching a repair, a sewing palm is used to push the needle and thread through multiple layers of fabric along a sail's seam.*



*Once the needle's been pushed through, a pair of pliers can help pull it the rest of the way.*



*When repairing zigzag stitching, the first pass along the hem gets the "zig," and the return pass fills in the "zag."*

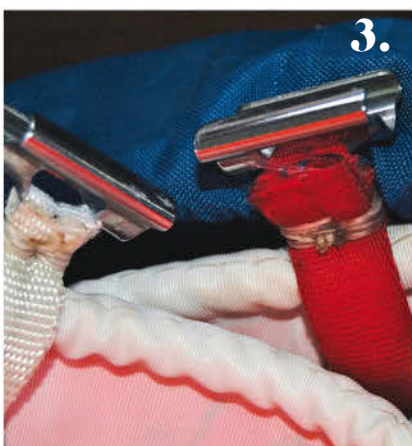




*The first time this sail was used, the webbing holding the sail slide began to chafe at the corners, either because the webbing was too wide or was of poor quality to begin with.*



*New webbing is used to lash the slide back onto the sail. A sewing palm is used to push the needle through the heavy material to secure the twine used for lashing.*



*Here is the new webbing side by side with the old webbing on another sail slide. The author believes the tubular webbing used in the repair will stand up well, but will monitor it to be sure.*

mess, it allows you to make permanent, full-strength repairs quickly at sea. Because I pay for our sailing life by working as a marine biologist, I've got a scientist's fondness for data, and there's hard data backing up the claims for 5200 as a sail adhesive. In *The Complete Guide to Sail Care and Repair*, author Dan Neri reports on loading tests that show 5200 repairs to be stronger than machine stitching. (This is a really valuable book for anyone covering miles in a sailboat; it describes a lot of the techniques I mention here in much more detail. You can find it online for about \$150.)

On *Galactic*, I've used 5200 for a variety of sail repairs: to fix that ripped mainsail head in the doldrums; to attach a chafing patch to the spot where our genoa rubs on the bow pulpit; to reinforce tired webbing at the head of our genoa in the Tuamotu Islands; and, in the Gambier Archipelago, to repair a hole where a reefing line had crunched into the main. All of these repairs were made in remote places, and the last was just before the 3,000-mile passage onward to Chile. Using 5200 allows someone without a sailmaker's skills to make full-strength repairs in the middle of nowhere.

The application is straightforward and follows many of the same steps for smaller patches with sticky-back. Seamstick basting tape around the edges of the patch can be useful for keeping the 5200 from squeezing out around the repair. Applying pressure is important, as pushing the 5200 deep into the sailcloth is key to getting a strong repair. Wear gloves to keep the stuff off you, and take whatever measures you can to protect your work area and to keep the damaged sail from flapping around in the breeze.

## Hardware

Cloth is the most vulnerable part of your sails, but it definitely isn't the only component that will need occasional emergency repairs. Failure of the webbing connection to mainsail luff slides is also a common problem, and a traveling boat that uses its slab reefing often will eventually wear out the webbing attachments to the reef tack rings. In either case, webbing, twine, a needle and a sailor's palm are all you need to set the problem right.

If you happen not to have the correct size of webbing, Spectra cord can attach a slide equally well. These are permanent repairs that take less than an hour all up and never require a visit to the sailmaker.

A trouble point for many boats with full-length battens is the connection point between the batten and the luff track on the mast. On *Galactic*, slatting of the main in light winds tends to pop the stainless studs out of the plastic batten pockets. My fix has been West System epoxy (along with 5200), a go-to for any sailor of grand ambitions and limited practical skills. I thicken the epoxy with the strongest adhesive thickener that West makes, and the resulting bond between the stud and its stripped-out hole has been strong enough to see us through thousands of miles of ocean sailing.

## Care for Your Sails

All this is much easier, of course, if you avoid damaging your sails in the first place, and a sure sign of competence in a sailor is a constant awareness of what is going on with the rags.

We have learned to take the mainsail down when it begins to slam in light air. We're also more careful when reefing than we used to be. When our mainsail was new, the fabric folded down neatly beneath the cringles when we reefed, but now the fabric is softer and can easily get sucked into the reefing lines — the cause for that necessary 5200 repair in the Gambier. So now I make sure the fabric is clear before hauling down on the reefing line.

Likewise, I make a point of managing flutter with the leech cords. Roller-furling staysails are vulnerable to chafe from genoa sheets, and we use a cover on our staysail to protect it. We are also religious about covering the main as soon as we're at anchor; it's amazing how many boats will sit around with an uncovered main. After all, sails are at the heart of the dream. Keeping them in good shape is just a way of buying yourself more time to go wherever the wind blows.

*Mike Litzow is the author of South from Alaska: Sailing to Australia with a Baby for Crew. If you have questions about sail repair, get in touch at his blog, [thelifegalactic.blogspot.com](http://thelifegalactic.blogspot.com).*

# A Provisioning Primer

What to buy and where to stow it: a guide for first-time voyagers, and a refresher for old salts. *By Jack Morton*



Possibly you've cruised the Chesapeake and the Intracoastal Waterway. You anchored at night, maybe had a glass of wine before dinner, and slept well. But now you're going to be in open ocean 24/7, until you reach your destination — Bermuda? The Caribbean? Hawaii? As someone who has "been there, done that" and spent the last 20-plus years teaching offshore cruising, I'd like to share some suggestions that should make the transition from coastal cruising to offshore voyaging safer, easier and more pleasant. As with pretty much any advice, modify these tips to fit your boat, experience and lifestyle. And to paraphrase an old scoutmaster of mine, "We're not out here to rough it — it's rough enough back there. We want to flourish!" The ideas presented here do not reflect the only "right" way to provision your boat, but they are time-tested and proven to work well.

Several factors will contribute to your provisioning decisions, including the length of the cruise, number of crew, refrigerator and freezer capacity, space available in other lockers, budget, and personal preferences of crewmembers.

When you can, meet with all crew before shopping to find out what they're really good at preparing or especially fond of eating at sea. It will boost morale and their appreciation of the whole experience. Check ahead of time about each crew's religious or medical diet restrictions to save awkwardness later.

Plan to provision for a trip about 50 percent longer than the voyage is expected to take, to cover trip delays due to adverse weather, mechanical or rig breakdown, or other unforeseen circumstances. The last third of the provisions can be considered "emergency supplies," and consist heavily of dry and canned goods — generally things that will keep a long time and still be useful past the end of the journey.

In recent years, camping-supply outlets like REI, Bass Pro Shops and Cabela's have become good sources of tasty freeze-dried foods that are light, stow compactly and cook quickly. Some of the canned goods that work well as emergency rations — such as beef stew and hash — may also work well in really sloppy weather, when even heating something up is an accomplishment.

A good way to start the provisioning

process (and shopping list) is to list main dinner dishes for the length of the anticipated cruise, and project from that. How much pasta will you need for two meals? How much hamburger will be required to add some to spaghetti sauce one night, have hamburgers another night, and make chili a third? How many nights do you want to have black beans, rice and sausage? You get the idea. Remember, it's rare that everyone on the boat will appreciate really spicy food. Compromise. Breakfasts and lunches can be simple and repetitive, just as they are at home. Cereal, eggs, pancakes (buy the complete mixes that only need water), sandwiches and hot dogs are all fairly easy to prepare.

The time required for a recipe and the complexity of preparation are good attributes to remember when creating your meal plan. Generally, simpler and quicker is better, especially in challenging conditions. More elaborate meals are always appreciated when it's calm.

Soda, especially ginger ale, is often soothing to upset stomachs. Coke, 7UP and so forth also are enjoyed by most crews, with a mix of about one-third diet soda. Plan for about one can per day per person. You will also need milk for cereal and coffee. Fresh milk works well for the start of the trip, and UHT milk, which does not need refrigeration, will work for the remainder.

Fresh fruits and vegetables usually won't last more than a week, although apples keep better than most fruit (especially when stored in a paper bag somewhere dark). When buying meat — hamburger, for example — get it wrapped in 1-pound packages, so only the amount you plan to cook needs to be taken out of the freezer to thaw.

When purchasing supplies, try to avoid glass containers: They're a hazard and a mess if they break, and after the 2012 MARPOL updates, they are no longer legal to throw overboard (even offshore). Plastic wrappers and containers work well, but also cannot be disposed of overboard anywhere in the ocean, and become a burden in carried trash.

Keep in mind that boiling and frying

## RESOURCES

Visit [cruisingworld.com/provisionlist](http://cruisingworld.com/provisionlist) for a sample shopping list.





*Opposite: David's Fruit Stand in Placencia, Belize, is a cruisers' favorite. Clockwise, from top left: Provisioning in remote coastal towns often occurs in small markets. Shopping for fresh produce is a feast for all the senses. This shopping cart contains most of the staples: canned goods, peanut butter, pasta, crackers, bread and, of course, coffee. Packaging soup in Ziploc bags for the freezer wastes minimal space. Repack meat into single-meal portions.*

are inherently dangerous at sea, with risks of scalds, burns and grease fires. They are best saved for settled weather if you have other options. If you wind up doing them in rough weather anyway, having the cook wear foul-weather bottoms reduces risk. While I am in the pro-galley-strap camp, this is a hotly contested issue, so you should do your own research to make an informed decision on whether to use one.

Many cruisers have found that using a pressure cooker (they raise the boiling temperature, and thereby cook things faster) saves on fuel and time, and has the added advantage of keeping food that's cooking securely covered. In a seaway, that can help to prevent both messes and burns.

Stowage on boats is limited, so ensure that spaces are available for ship supplies, spares, tools, crew belongings and food. On offshore voyages, the forward head is often uncomfortable, and therefore better used for stowage than for elimination.

Food is best stowed in main cabin spaces beneath and behind settees. Be sure to keep a list of what is put where, as nothing is more aggravating to

off-watch, sleeping crew than people rummaging under them for things that are actually stowed somewhere else. Dry goods (cereal, pasta, cookies) should be stashed in higher, drier spaces. Canned goods can go in the lower, more-likely-to-get-damp spaces, and never on top of soft goods like bread. Open packages and snack items (hot chocolate, cereal, cookies, candy, nuts) ought to be where crew can get to them without disturbing others, especially at night. A cabinet near the stove works well.

Before leaving port, know that even people who have sailed inland waters for many years without getting seasick may succumb in open-ocean waves, where the motion of the boat can be very different. The sickness will pass, but medications can help to prevent or minimize it. Whatever you take (and that begs a whole different article) will work best if it's in your system 12 or more hours before you get to open water.

If the very thought of eating is upsetting, know that fasting for a few days won't hurt you, but becoming dehydrated will. Keep drinking water or Gatorade to stay healthy. Gatorade and other sports drinks are good for replacing salt lost

to perspiration in warm weather, and especially effective for actively seasick crew, whose electrolyte balances can get out of whack. I usually buy enough of the powdered version (cheaper, and stows easier) to prepare at least a half-gallon per day for the boat.

Don't expect to get it all right. Depending on how the crew handle the weather (seasick crew don't eat much), what their tastes and appetites are, how many fish you catch and eat, and whether the trip goes slower or faster than expected, you're going to get some of the quantities wrong. In general, it's better to have some food left over than to run out a few days before arriving, so you don't make port looking and feeling like starving refugees.

*Jack Morton's sailing experience includes everything from cruising with his wife to skippering tall ships and research vessels. He teaches offshore voyaging for the Maryland School of Sailing on passages to and from Bermuda and the Caribbean. When not busy on teaching cruises, he does deliveries and paddles his kayak in Florida, where he lives with his family.*

# Steel Your Resolve

When it comes to properly employing marine stainless, be resolute in understanding its properties and maximizing its utility. *By Steve D'Antonio*

In France, stainless steel is called *acier inoxydable*, which is also the source of its international abbreviation: inox. Fun fact: The handle for the company that manufactures the Swiss Army Knife, Victorinox, is derived from the same abbreviation and the name of its founder's mother, Victoria.

Stainless steel relies primarily on two elements, chromium and nickel, to attain its legendary corrosion resistance. The American Iron and Steel Institute (AISI) groups the austenitic or marine grades of stainless steel under the "300 series" heading, a designation that should be familiar to most boat owners. Type 304 stainless is sometimes referred to as 18-8, which reflects the percentage of alloying elements chromium and nickel therein; 304 consists of 18 to 20 percent chromium and 8 to 12 percent nickel. Type 316

consists of 16 to 18 percent chromium and 8 to 12 percent nickel, with an addition of 2 to 3 percent molybdenum.

The difference between 304 and 316 is simply the quantity of alloy added to the basic steel starting point. The balance is ordinary carbon steel. That final ingredient in 316, molybdenum, enables this grade of stainless steel to better resist a phenomenon referred to as crevice corrosion. Indeed, crevice corrosion could be considered stainless steel's greatest nemesis, and a menace to those who choose to use the material in applications for which it's not suited.

Chrome and nickel, however, do the heavy lifting in preventing corrosion. Chrome, when exposed to oxygen, forms an incredibly tough and resilient oxide film that prevents stainless steel from oxidizing or rusting. That need

for oxygen, however, is also the metal's Achilles' heel.

As mentioned, the most common variety of stainless-steel deterioration is crevice corrosion. Because stainless steel requires a near-continuous supply of oxygen to replenish its oxide coating, placing it in a wet environment where it's starved of air nearly always leads to its demise. The range of scenarios in which this can occur aboard a cruising vessel is nearly endless, and includes fasteners used in hulls below the waterline (here, water enters the void between the fastener and the hull, where it is stagnant and quickly becomes oxygen depleted), those employed in cored (and wet) decks and cabins, and those in standing rigging hidden under anti-chafe material.

Crevice corrosion is also the primary means of failure for hose clamps, especially those used in bilges and on stuffing boxes. Another problem area is a stainless-steel alloy propeller shaft, where the stuffing-box packing material prevents water movement and oxygen replenishment, leading to pitting. Once this happens, it spawns yet another process known, not surprisingly, as pitting corrosion, where the differences in electrical potential between the pit and the surrounding metal become self-sustaining.

With crevice corrosion, prevention is the best solution. Avoid using stainless steel where it may be exposed to stagnant, oxygen-depleted water, especially below the waterline with hull fasteners and their components. Silicon bronze, which is immune to these maladies, is a better choice; alternatively, particularly with plumbing, opt for purpose-made glass-reinforced nylon. Where stainless steel must be used below the waterline, consider only the most corrosion-resistant alloy, 316 or 317 stainless.

*Steve D'Antonio offers services for boat owners and buyers through Steve D'Antonio Marine Consulting ([stevedmarineconsulting.com](http://stevedmarineconsulting.com)).*

*Heavy crevice corrosion, like that on a stainless-steel strut bolt (top), often occurs where it can't be seen without disassembly. Deck hardware is also susceptible (bottom left), as water leaks into the void between the fastener and its hole and becomes trapped. The telltale stains on this keel and bulb (bottom right) are a sign that its steel fasteners are also crevice-corroded.*





# Serious R&R

**New Boats:** With the Bali 4.5, Catana Catamarans is going after a whole new breed of sailor. *By Mark Pillsbury*

After three decades of building light, fast, powerful catamarans, Catana now appears insistent on bringing as much intensity to relaxation as it has to performance sailing.

At Strictly Sail Miami last winter, the company debuted the 44-foot Bali 4.5, the first of its new line of cruising and charter cats to make it to North America. The lineup also includes two smaller models, the 43-foot Bali 4.3 and the 40-foot Bali 4.0.

Gone were the daggerboards, razor-sharp bows and beefed-up sail plan one is accustomed to seeing from the French yard. In their place I found an American home-style double-door fridge with icemaker, robust load-carrying hulls, and cushions. Lots and lots of cushions — on the benches surrounding the shaded cockpit dining table that seats six; on the settee opposite, under the stairs up to the flybridge; covering the U-shaped lounge area that spans the front of the wide, window-lined cabin house; and piled high with pillows on the sun deck, a solid fiberglass nacelle that replaces the trampoline found between the bows of most cats.

To be concise, the new Bali is a laid-back cruising machine, one easily imagined in some tropical port. It's in a trade-winds anchorage, after all, that you'd most appreciate the breeze when the large glass center window in the front of the saloon is lowered with the flip of a switch, and when the rear sliding doors to the aft cockpit are opened wide to let the air flow through. "Open Space," the marketing brochure promises — and that's what Catana's Olivier Poncin, naval architect Xavier Faÿ, interior designer Hervé Couëdel and the Catana design team have delivered.

The boat in Miami was configured for charter, with four cabins and four heads. I found the companionways in the two hulls to be a little tight, but once below, the accommodations — double berths, hanging lockers, and private heads and showers — looked quite comfortable. Other configurations include a two-cabin, two-bath layout, and three cabins with either two or three heads.

An owner can also choose from two helm arrangements. The flybridge option, which was on the boat we sailed, puts the wheel above the bimini and amidships, in front of a bench seat big enough for four. You reach it via stairs to either side. In this setup, the boom is located fairly high off the water so there's enough headroom for a standing crewmember. There's also a bulkhead helm option. This puts the wheel to starboard in front of a seat for two that can be accessed from either the cockpit or the side deck. With this option, the boom sits lower, which helps reduce the center of effort.

Electrical power to keep the guests happy should not be a problem on the Bali. In addition to a Cummins Onan genset and high-capacity alternator affixed to one of the two 50-horsepower Kubota diesel engines, four 80-watt solar panels are mounted on the bimini. Victron digital switching is used to control the electrical system.

The Balis are built in the Catana yard by the same crafts-



*A 44-foot Bali 4.5, built by Catana Catamarans, reaches across Biscayne Bay. With large opening windows and plenty of places to lounge on board, this cat will be right at home in a tropical anchorage.*

men who construct their sportier cousins, and the fit and finish reflect that. The fiberglass hulls, deck and bimini are foam-cored and vinylester-infused. Underway, not a squeak was to be heard.

Motoring, our cruising speed was just over 6 knots; we gained a couple more knots with the throttles open wide and the engines turning at 3,200 rpm. Under sail, the visibility forward from the flybridge was excellent. In about 15 knots of wind, we trucked right along closehauled at a little better than 6 knots. Sailing a broader angle, the speedo dipped under 5. If it were my boat, I'd definitely put the sprit to good use with a furlable downwind sail, and I'd investigate the optional square-topped main, too.

They say money can't buy happiness, but for \$650,000, the Bali 4.5 certainly comes with its fair share of comforts, and those, I'd be willing to bet, would leave you with a grin on your face as the miles ticked away.

*Mark Pillsbury is CW's editor. To contact Bali Catamarans in the U.S., call 804-815-5054; bali-catamarans.com.*



# Bring Your Friends

With accommodations for up to nine, but set up for simple short-handed sailing, the Bavaria Cruiser 46 covers a whole lot of bases. *By Mark Pillsbury*

For the past several seasons, German boatbuilder Bavaria Yachts has arrived at the U.S. Sailboat Show in Annapolis, Maryland, with a fresh new model to add to its revamped Cruiser line. This past fall the folks at Bavaria focused their attention on the middle of the six-boat lineup, introducing a roomy and versatile 46-footer that can be configured either for private ownership or for charter in a number of fleets found in Europe, the Caribbean and here in the U.S., where Bavaria USA has teamed up with Horizon Yacht Charters.

Like all its Bavaria siblings — including those in the slightly more upscale Vision range — the Cruiser 46 owes its origins to Farr Yacht Design and the in-house team at Bavaria. The naval architects at Farr know a few things about performance sailing, and it shows in the current generation of Bavaria Cruisers, which includes models from 33 to 56 feet. The 46's considerable beam begins amidships and carries well aft to create a roomy interior below. Still, on the water and under sail, twin rudders spaced outboard to either side of the transom dig in deeper the more the boat heels. The result is excellent control at the helm, and it only gets better as the breeze builds.

*Distinctive windows on the cabin house give the Bavaria Cruiser 46 a sporty look and allow plenty of light into the saloon.*

Unfortunately, the day our Boat of the Year judges and I climbed aboard for sea trials, the highest wind speed we saw was about 7 knots. Still, the knotmeter hovered at 5 and slightly more, and we were able to tack through 110 degrees. Under power with the throttle wide-open, we cruised along at a little better than 8 knots, which hints at what we might have experienced if the wind gods had been more forthcoming.

A couple of interesting features are found at either end of the 46. The transom folds down to create a handy swim platform; raised, its wide cross-section provides a seat for the helmsman at either of the twin wheels. At the pointy end, a 106 percent jib is stowed on a Furlex furler, and BOTY judge Mark Schrader found the anchoring system — windlass, bow roller and strike plate to protect the plumb bow when the anchor's retrieved — to be top-notch. "Anchor procedures were all good, excellent in fact," he noted.

Jib sheets are led to fairleads on the cabin top for tighter sheeting angles, and from there, along the cockpit coamings to winches just forward of each wheel. This arrangement works well for the short-handed skipper and crew who want to help. Schrader also remarked on the low-profile helm stations with built-in instrument pods, saying they were both attractive and

provided fine visibility.

Down below, the boat we sailed was fairly traditional in terms of today's styling and layout. Two aft cabins with double berths, each with an adjoining head, filled the stern. To port in the saloon was the dining table, with a section of its top that lifts so it can double as a nav station. A well-provisioned in-line galley is to port, with lots of counter space and deep fiddles for cooking underway. A centerline island (optional) provides a handy spot for the cook to brace, and has a fold-up seat on its opposite side for use when dining. I did jot in my notes that the structure could use additional fasteners if it's to be used in a boisterous seaway. The builder notes that this has since been addressed. Forward, a large owners' cabin has an island queen berth and separate head and shower compartments. For charter, a fore-and-aft partition can be added to split this cabin in two.

With a base price of \$316,000, delivered and commissioned on the U.S. East Coast, a value-oriented cruising family could find a lot to like in the Cruiser 46. Given a little breeze and a few days to enjoy it, they could find a lot of fun in this boat too.

*Mark Pillsbury is CW's editor. Contact Bavaria USA at 888-222-1120; [bavariayachts.com](http://bavariayachts.com).*



# Sumptuous Surroundings

Leopard Catamarans has launched a new 40-footer that borrows liberally from the best attributes of its slightly larger siblings. *By Mark Pillsbury*

The first thought that flashed into my head when I walked aboard the new Leopard 40 was “I’ll do the cooking.” It was a sunny afternoon at the Strictly Sail Miami show, and the cat’s interior was flooded with sunlight thanks to the tall, vertical glass windows spanning the front of the saloon to either side of a watertight door opening onto the forward cockpit and trampoline — a very cool feature brought over from the boat’s 44- and 48-foot siblings. The side windows, curved slightly to follow the arching line of the cabin top, are quite large as well, and right where front and side walls meet is the galley, surrounded by a truly panoramic view. It gives the cook quite literally the best seat in the house, in my humble opinion.

Did I mention that I liked the overall layout pretty well too? There’s a nav desk tucked into the front port corner of the saloon that would be a fine place to stand a night watch. And you can dine alfresco:

A table that seats eight sits in the saloon’s port corner, right next to sliding doors that open wide to let the interior flow outward to the great outdoors of the cockpit. There, a second table and bench seats can handle a similar-size crowd in the shade of the hard top.

Inside and below to starboard, a large head and shower compartment are forward in the owner’s quarters, and a queen-size berth is located aft. There are multiple storage areas in lockers and drawers. To port, forward and aft double cabins share a head and shower amidships.

The new 40-footer was designed by Simonis Voogd and built by Robertson

and Caine in South Africa. Robertson and Caine has Tui Marine as its only customer; the boats are sold privately under the Leopard brand and also into charter through The Moorings and Sun-sail ownership programs. The 40, which sells in the \$450,000 range, depending on options, also is available as a Moorings 4000, and will replace the current Moorings 3900.



*The new Leopard 40, built in South Africa by Robertson and Caine, will be available for charter next year through The Moorings.*

In addition to considering feedback from hundreds of private owners and thousands of charterers, designer Alexander Simonis describes in his construction documents how he, the builder, and representatives from the charter companies spent four days sailing several different boats in the British Virgin Islands to determine where improvements could be made. One realization was that whether cruising short-handed or in charter, one person often does all the actual work of sailing. To make that easier, all the Leopard 40’s sail control lines are led through turning blocks and clutches to two winches adjacent to

the helm. One of those winches is electric and can be used to hoist the high-aspect square-topped main when getting underway. Jib sheets and mainsheets can be led to that winch as well, though I think I’d be willing to trade the ease of push-button trimming and occasionally grind the manual winch to reduce the number of line clutches that need to be opened and closed for each tack.

The helm station, big enough for a couple of people, is raised to starboard so the helmsman stands at deck level, with good visibility all around. When sailing, you can monitor the main through a window in the hard top over the wheel, and on either tack, jib telltales are clearly visible too. A double-ended mainsheet runs through blocks on the rear corners of the cockpit hard top. This eliminates the need for a traveler but still lets you put some shape in the main. Two 70-watt solar panels also sit atop the hardtop.

We had near-perfect conditions on the day we went sailing: 15 to 17 knots of wind and moderate chop in the open waters off Fort Lauderdale. On a beam reach, we scooted along at a little better than 8 knots, and lost a knot or less when we hardened up on the breeze. Sitting at the wheel as we surged back toward shore, I could easily have imagined tacking for the Bahamas, throwing on the autopilot and heading below to whip up a meal fit for such a fine ride.

*Mark Pillsbury is CW’s editor. To contact Leopard Catamarans, call 954-925-8050; leopardcatamarans.com.*

# Life Aboard. Simplified.

From easier boarding to better downwind sailing, this month's roundup takes a look at onboard problem-solving gear. *By Jen Brett*

**1** Whether you have them aboard for exercise, recreation or transportation, kayaks, stand-up paddleboards, windsurfers and surfboards are on many cruising boats. The problem has always been where to stow them. **Magma** has just introduced a rack system that can secure onto stanchions or pulpits, adjust to a variety of water toys, and swing out of the way when not in use. **\$200; magmaproducts.com**

**2** If you depend on a wobbly step stool to climb from the dock to your boat and have ever thought that there must be a better way, then you'll appreciate **SailStep**. The lightweight step hooks right onto the perforated aluminum toerail that is common on many production boats. When not in use, simply fold it up and stow it just about anywhere. **\$299; sailstep.com**

**3** A fouled anchor can ruin your day, and perhaps cost you your ground tackle. Designed to help you easily retrieve your anchor, the **Anchor Rescue** is a two-part system—one part stays on the anchor at all times, and the other is only sent down to the anchor when it becomes fouled. Check out the video on the website to see how it works. **\$229 to \$349; anchorrescue.com**



**4** For serious downwind sailing, a pole is a must. Designed to maximize off-the-breeze efficiency for racers or cruisers, the new, lightweight carbon-fiber **Velocity** whisker poles from Forespar can be quickly deployed, adjusted and retracted as needed with the pull of a line. The poles can be adjusted to fit the clew position of almost any jib, genoa or asymmetrical sail. **\$2,185 to \$2,895; forespar.com**

**5** A dead boat battery can change your plans in a hurry. To solve that problem, **Weego** has introduced three lithium-ion-powered portable jump starters. The smallest, the JS6 Standard, will jump-start gas engines and power up laptops and other electronic devices. The two larger chargers, the JS12 Heavy Duty and JS18 Professional, can handle larger gas engines and diesels up to 3.2 liters and 4.8 liters respectively. All the Weegos include built-in LED lights, and the two larger models have strobes for emergencies. The jump starters come with battery cables, USB cords and eight assorted laptop connectors. The units recharge in an hour and a half, and with a power loss of just 2 percent a month, can be stored charged for up to a year. They carry an 18-month warranty. **\$100 to \$190; myweego.com**



# CRUISING WORLD'S CHARTERING

NEWS AND NOTES ON SAILING-VACATION OPPORTUNITIES

## Go Deep on Your Next Charter

*If you're in search of a new adventure to augment your next Mediterranean charter, and are within reach of the island nation of Malta, consider a submarine ride.*

**Waterproof Expeditions** and **U-Boat Worx** offer half- and full-day excursions in the waters south of Italy around Malta, which contain stunning reefs and interesting wrecks. The C-Explorer 3, manufactured by U-Boat Worx, can be transported to the charter boat via a support vessel, and can take passengers nearly two miles beneath the surface. The partnership also offers a pilot course. For details, contact the company ([waterproof-expeditions.com](http://waterproof-expeditions.com)).

### Spend a Semester at Sea

Spaces are available for the sailing-school vessel *Oliver Hazard Perry* in the Semester at Sea high-school program in winter and spring 2016. The voyage is conducted by Oliver Hazard Perry Rhode Island in partnership with **Ocean Classroom**, an educational nonprofit organization based in Portland, Maine.

Students can receive full academic credit for this 14-week experiential learning program, which starts in St. Thomas in the U.S. Virgin Islands on February 3, 2016, and concludes on May 14, 2016, in Portland.

While students are aboard *Perry*, they participate in all aspects of the ship's operations, as well as follow a specially tailored academic curriculum. The ship's itinerary includes stops throughout the Caribbean before heading back north along the U.S. East Coast. To apply, log on to the Ocean Classroom website ([oceanclassroom.org](http://oceanclassroom.org)).

### Florida Charter, Brokerage Network Strengthened

**Atlantic Cruising Yachts** has been appointed the authorized dealer for Fountaine Pajot catamarans in Florida. As



*While you're out on charter, drop inside the C-Explorer 3 for a submarine outing.*

well, the company has invited **Sailing Florida Charters & Sailing School**, which has operated from St. Petersburg for 15 years, to join its network of affiliated independent yacht-management companies. Three new Fountaine Pajot catamarans, including two new Héli 44s and one new Saba 50, will join the fleet in St. Petersburg, with charters and management by Sailing Florida Charters.

The network offers yacht owners and charter clients sailing and cruising destinations in the Atlantic and Caribbean, including Newport, Rhode Island; Annapolis, Maryland; the Bahamas; the Virgin Islands; and now, Florida's Gulf Coast.

The company is opening a new sales office in the heart of downtown St. Petersburg, and plans a second office in Fort Lauderdale this fall. The company also represents Jeanneau Yachts in the Chesapeake and mid-Atlantic. For details, contact the companies ([atlantic-cruising.com](http://atlantic-cruising.com); [sailingflorida.com](http://sailingflorida.com)).

### Want to Run a Charter Brokerage?

**King Yacht Charters**, which for more than 25 years partnered with the *Cruising World* Adventure Charter flotilla program, is for sale. Run by Peter and Carol King, the brokerage specializes in group sailing vacations as well as land excursions in global destinations.

According to the Kings, the business, which also books individual bareboat, skippered and crewed charters, includes an established client base and provides opportunities to create and lead innovative sailing trips worldwide. For details, contact Peter King ([info@sailingcharters.com](mailto:info@sailingcharters.com)).

**Elaine Lembo**

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Sunsail	800-797-5307	p.7
Kiriacoulis	800-714-3471	p.90
FPP Canal Boating	888-652-3969	p.86
Dream Yacht Charters	866-776-8256	C2-p.3
le boat	866-649-2116	p.80
Tortola Marine Management Ltd.	800-633-0155	p.83
The Catamaran Company	800-262-0308	p.74-75
Footloose Sailing Charters	855-217-9217	p.91
Conch Charters Ltd.*	877-521-8939	p.76-77
BVI Yacht Charters	888-615-4006	p.88
Horizon Yacht Charters Ltd.*	877-494-8787	p.85
NCP & mare d.o.o.	+385-22-312-999	p.92

Club Nautique	800-343-7245	p.86
Annapolis Bay Charters*	800-991-1776	p.79
MarineMax Vacations	888-461-5497	p.78
Florida Yacht Group	800-537-0050	p.87
Barefoot Yacht Charters*	784-456-9526	p.89
CVOA Yacht Charters	800-944-2962	p.89
Med Caribbean Charter	284-340-2249	p.88
Pro Valor Charters	866-776-8256	p.86
Sail Caribe	866-381-7609	p.81
Fair Wind Sailing Inc.	866-380-SAIL	p.92
Southwest Florida Yachts*	800-262-7939	p.92
Cruise Annapolis	443-949-9481	p.87
Sailing CBI Inc.	902-567-1494	p.91

<b>BROKERS</b>		
Ed Hamilton & Co.	800-621-7855	p.91
LateSail	877-292-0737	p.92
Nicholson Yachts Worldwide	401-849-0344	p.82, 90
Ocean Voyages	800-229-4444	p.90

\*Also broker  
This directory is a list of charter companies advertising in this charter section; it is not an endorsement by the editors. Classified advertisers not listed. Listings are arranged in fleet size order.

"Charter companies" listed maintain fleets of bareboats and report that they maintain chase boats/personnel, carry liability insurance, return security deposits in 10 working days, deliver the boat contracted (or same size, type, age, condition, or better), supply MOB gear and offer pre-charter briefings. "Brokers" are not affiliated with any charter company; they book private or company-owned boats, crewed or bareboat.

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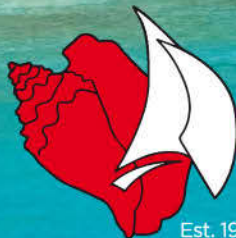
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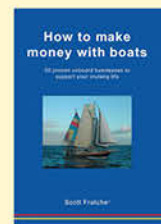
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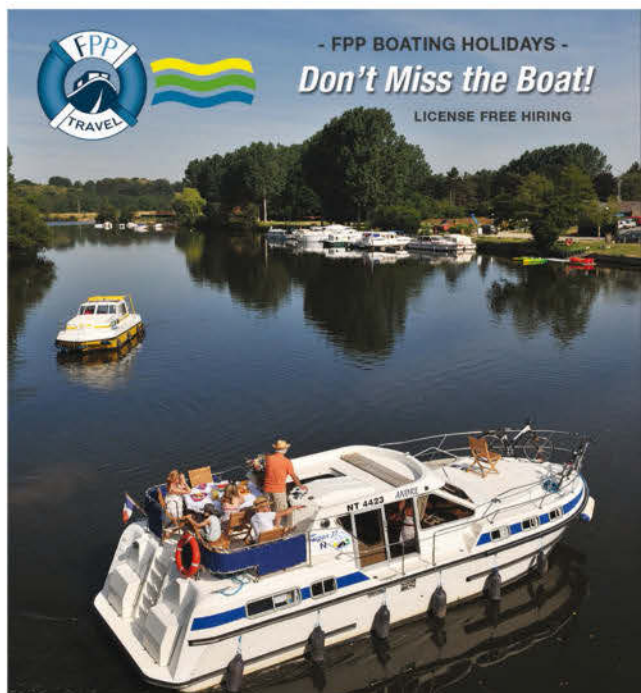
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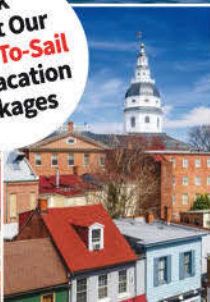
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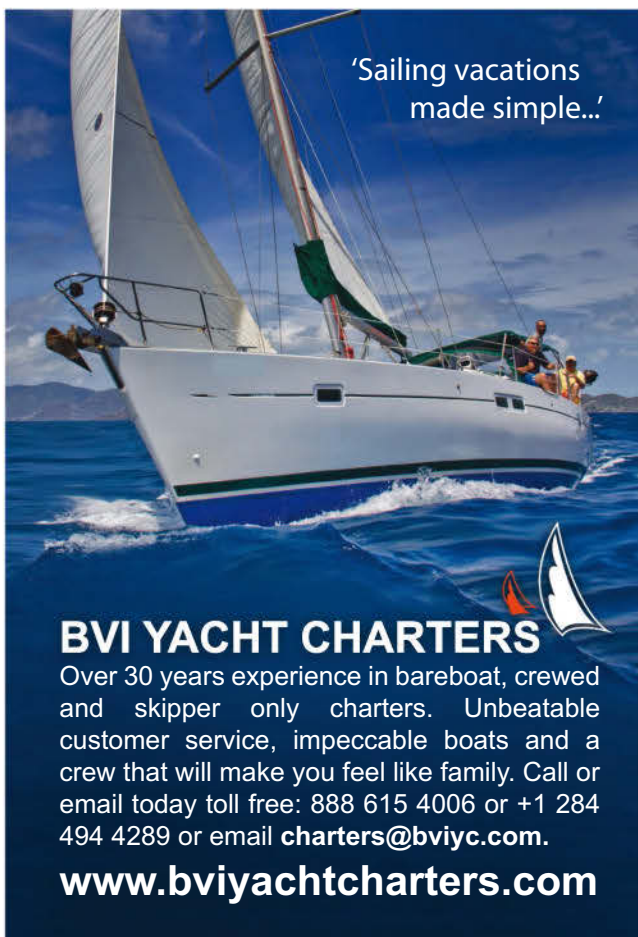
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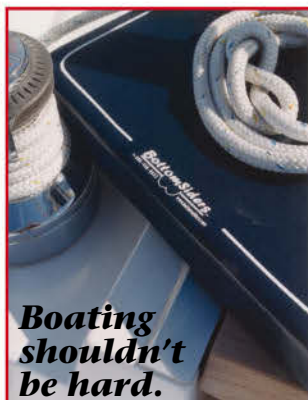
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*After lengthy planning and preparations, we're finally ready to point the bow of Eleanor, a Valiant 42, into the blue Atlantic.*

# Going to Sea

The hardest part of any long-term cruise or voyage is finishing it. I'd often heard this from fellow sailors, but didn't really get it.

That changed in 2010, following a 13-month sail around North and South America that started and finished in Seattle. It turned out that the Northwest Passage, Cape Horn, dicey landfalls, reefing in gales, standing dawn watches and everything else about the trip was "easy-peasy," in the grand scheme of things. Paying the bills, getting the truck fixed, coping with rush-hour traffic, going back to my real job: Now that was terrifying.

But as I type these thoughts in the last week of June, I'm suddenly feeling light and free. That's because, happily, I'm going to sea again. A few days hence, I'll be hopping aboard the Valiant 42 *Eleanor* with three of my best mates, and setting sail from Maine to the British Isles (see "Shakedown on Penobscot Bay," April 2015). Frankly, I can't wait.

Of course, getting to this point has been anything but relaxed. If concluding an ocean sojourn is difficult, preparing for one is almost as challenging. Never mind prepping the boat, which in and of itself is a long tale. Severing ties with land, even for a few short weeks, is incredibly complicated. But the roofers, plumbers and contractors who've been scurrying about my place the last few weeks are finished; the house, literally, is in order. My 17-year-old daughter has just wrapped up the 11th grade, and in precisely 57.5 hours — not that I'm keeping track or anything! — she hops a plane to visit her mum in

Australia for the summer. Free at last.

Which means, now, I can devote my full attention to the task at hand: the blue Atlantic. Sure, it's been in the back of my mind for weeks, sort of like a Red Sox game on the radio you barely pay attention to until something interesting happens (which hasn't been often in this sorry season). Those days are over. It's time to turn it up and focus in.

There are two ways, basically, to tackle the North Atlantic when setting out from the U.S. East Coast. A lot of cruisers opt for a stop in the Azores before continuing on to the continent. That was the course chosen by my former colleague Elaine Lembo on her journey across the Pond last summer (see "The Best Yet," March 2015). Alternatively, the Great Circle route is shorter and more direct, and the one I've experienced in my only previous crossing. In an ideal world, it would again be my preference — I like the high latitudes — but, alas, nothing is ever perfect. This year, the problem is icebergs, which are still being reported in surprising numbers as far south as 43 N.

Interestingly, at the same time we're underway, the New York Yacht Club, in conjunction with several English clubs, will be conducting the Transatlantic Race 2015, with several dozen confirmed entries. Those crews will definitely want to head north, and it will be fascinating — and possibly even instructive — to watch

how far they sail east before making the turn left for the U.K. In any event, our skipper, Billy Gammon, has secured the services of Commanders' Weather and requested forecasts for both routes. Which one we ultimately choose will likely be a "game time" decision.

In July, of course, hurricane season has commenced, so the other big X factor is tropical weather. Earlier this year, NOAA meteorologists forecast "below-normal activity" for 2015, with fewer named storms than historical averages. That said, here in New England we were just lashed by the remnants of Tropical Storm Bill, which devastated other parts of the country and is now headed for Great Britain. Oh, and "over there," the *Mirror* newspaper — not exactly a fount of restraint — is predicting a "mini Ice Age" in the weeks ahead and a miserable summer overall. So yeah, pack the fleece.

The good news is that, after a particularly unsettled stretch of serious low-pressure systems tracking across the North Atlantic this spring, the Azores high is finally becoming established more or less where one would expect it to be. Fingers are firmly crossed that nothing untoward is lurking. If it is, well, we'll just have to deal with it.

Adventures, they say, are journeys with unknown outcomes. My last one happened too long ago. The next one? Here it comes.

*Herb McCormick is CW's executive editor. For his transat updates, visit [cruisingworld.com/1508mccormick](http://cruisingworld.com/1508mccormick).*



# “Just came back from the BVI on our maiden voyage!”



*“Here is a photo from our first SOLO voyage with my two rookie sons as crew. Very proud of our accomplishment. We sailed downwind two days when the wind was so strong, we just used the jib. Did a beam reach for three hours to and from Jost Van Dyke one day. Thanks for all your good training!”*

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